

*Bay City, Michigan
Metropolitan Area*

**BCATS
2035 METROPOLITAN
TRANSPORTATION PLAN
Appendices**

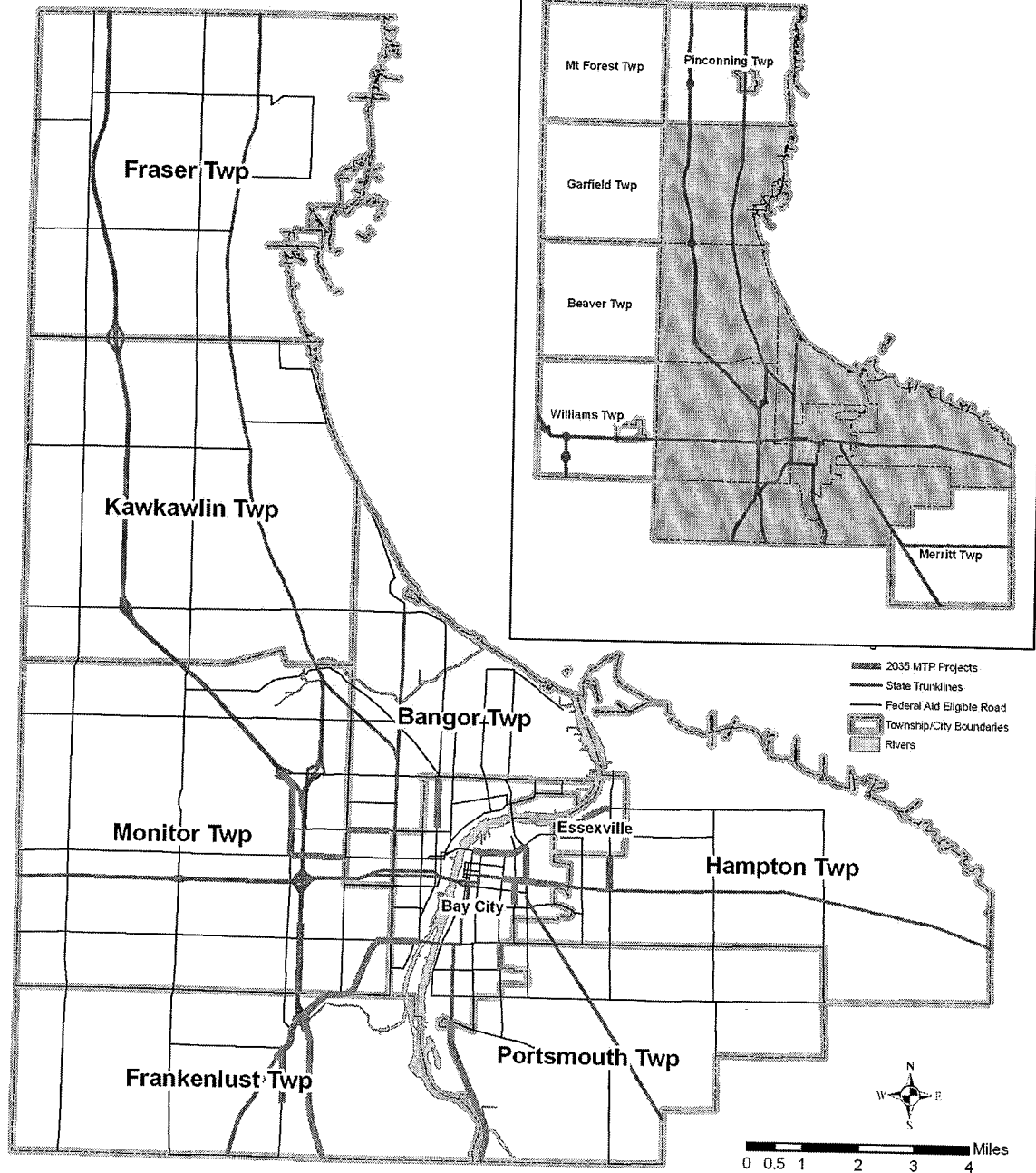
FINAL Report
Approved June 20, 2007

The Bay City Area Transportation Study

Preparation of this document was financed in part from the U.S. Department of Transportation, Federal Transit Administration and the Federal Highway Administration through the Michigan Department of Transportation, and local contributions.

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Bay City Area Transportation Study (BCATS) Overview Map



June 2007

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Appendix A:

Travel Demand Model Deficiencies Maps

Map layers

— Network v4

County

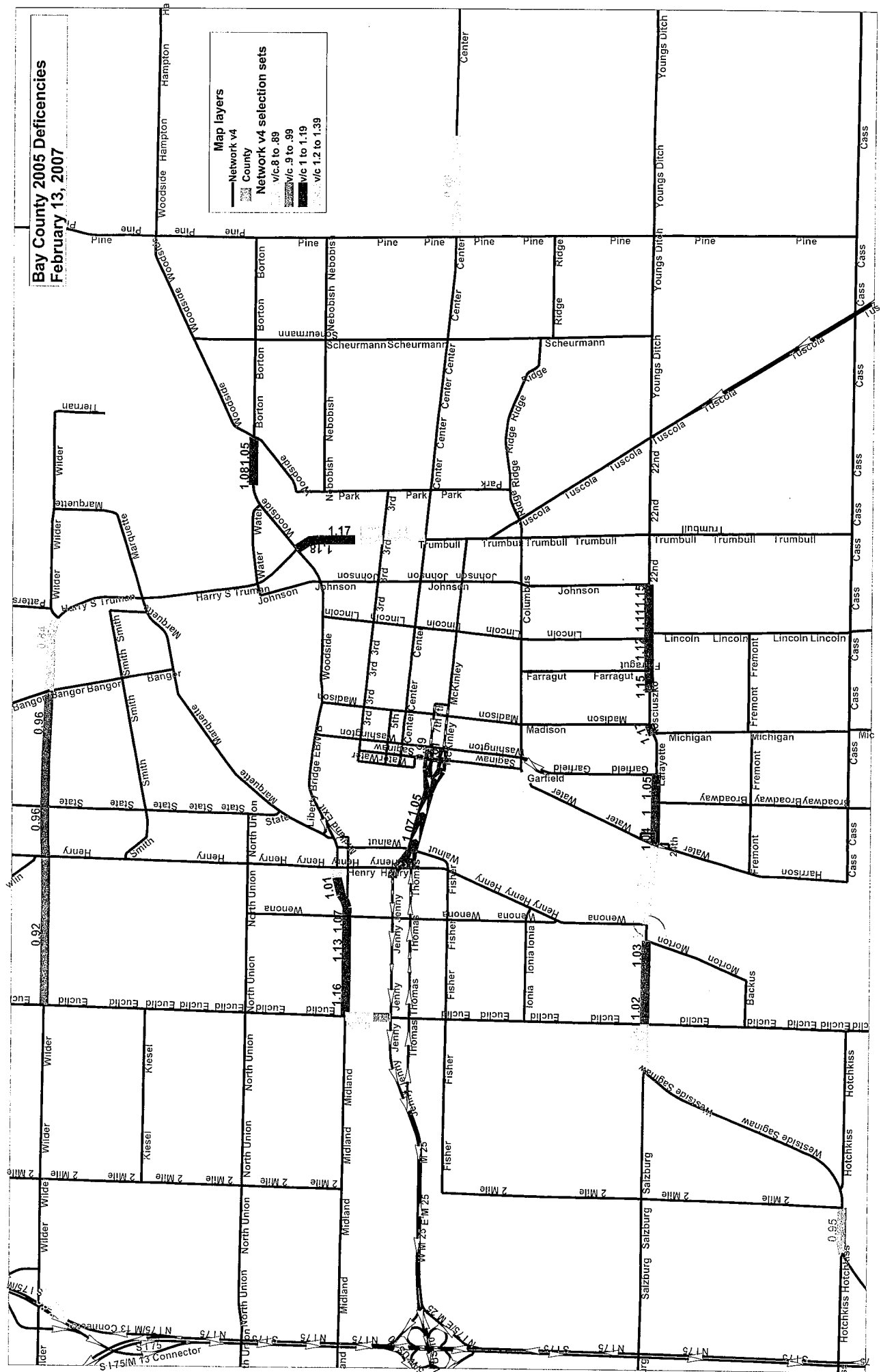
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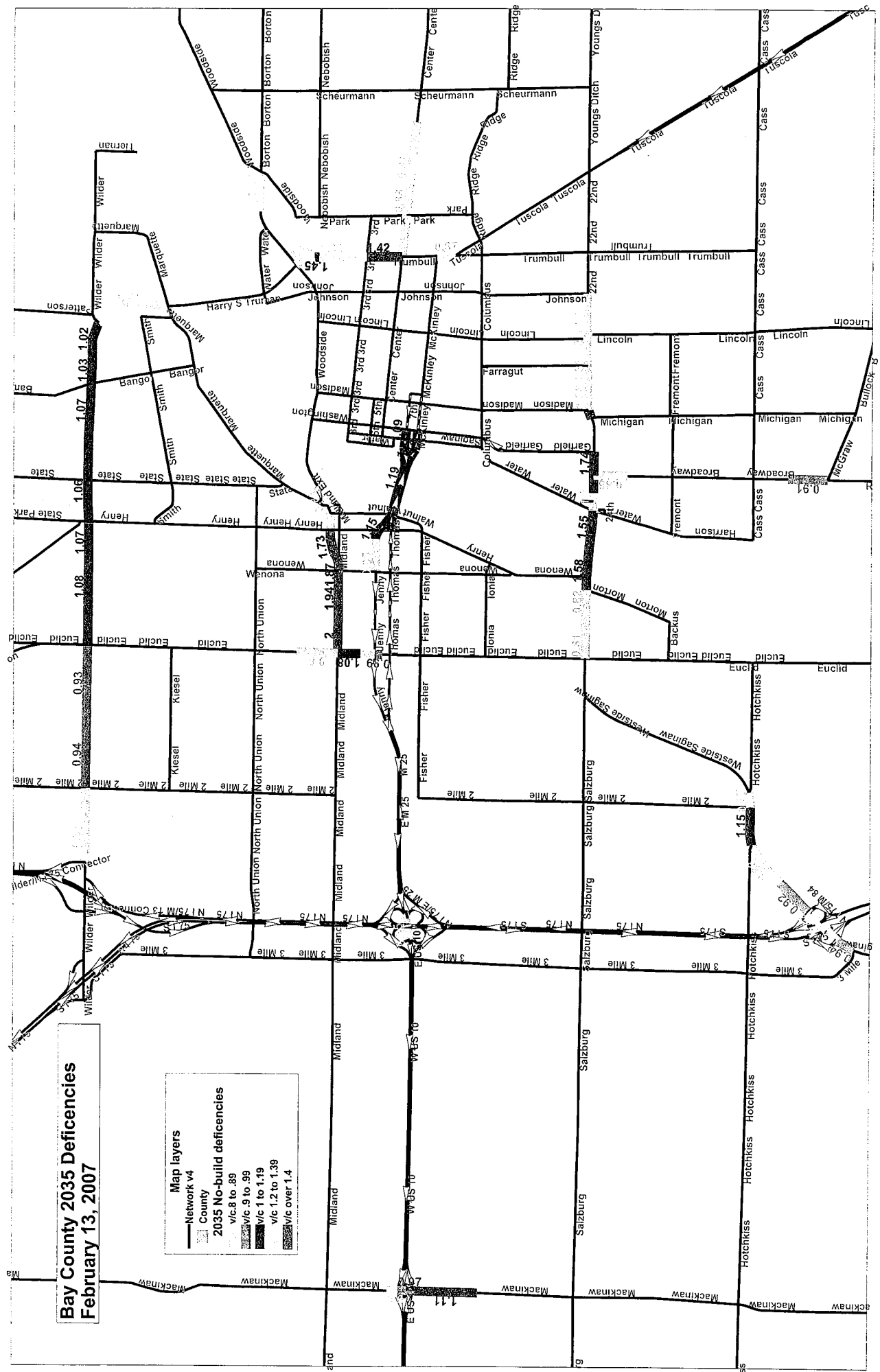


Map layers

— Network v4
County

2035 No-build deficiencies

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v/c 1.2 to 1.39
v/c over 1.4



Map layers

county

— 2035 build

2035 build selection sets

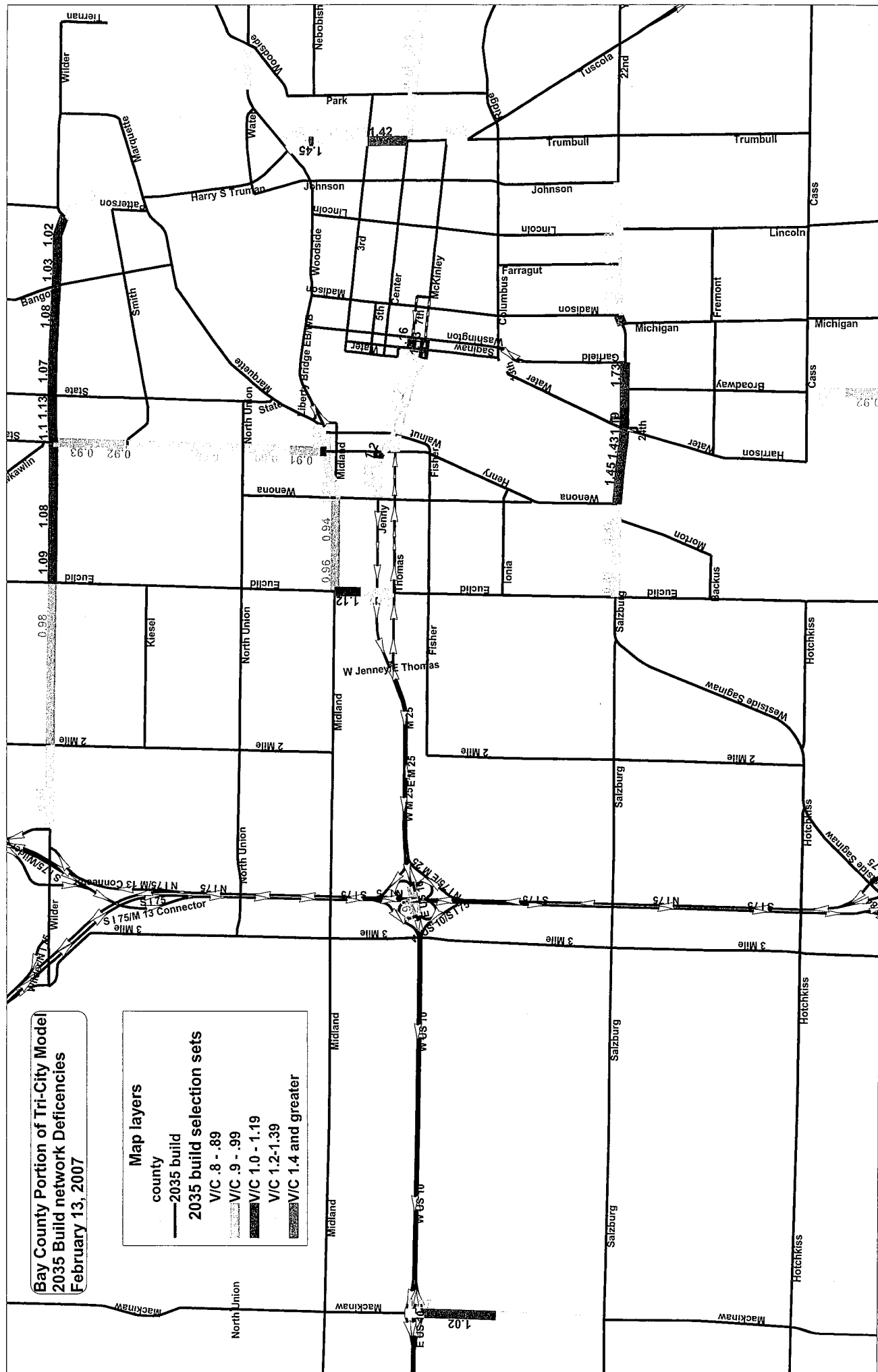
V/C 8 - .89

V/C 9 - .99

V/C 1.0 - 1.19

V/C 1.2-1.39

V/C 1.4 and greater



Appendix B:

EA for I-75 Project



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

March 30, 2007

Mr. David Engelhardt
Bay County Planning Department, Suite 505
515 Center Avenue
Bay City, Michigan 48708

Dear Mr. Engelhardt:

Enclosed for your information and review is a copy of the Finding of No Significant Impact (FONSI) for the proposed I-75 Corridor Improvements from South of the I-675 Bridge to South of the US-10/M-25 interchange in the Counties of Saginaw and Bay, Michigan. You received a copy of the Environmental Assessment (EA) for this project in February 2007. Approval of the FONSI by the Federal Highway Administration (FHWA) means that this project can now proceed to the final design, right-of-way acquisition, and construction phase[s].

Also enclosed for your information is a copy of the request to the FHWA that a FONSI be prepared. This request indicates the number and types of comments that were received concerning the proposed project and the EA. It also indicates how these comments were taken into account in making any necessary modifications to the project as described in the EA.

Sincerely,

David W. Wresinski, Administrator
Project Planning Division
Bureau of Transportation Planning

Enclosure(s)



U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 W. Allegan, Room 201
Lansing, Michigan 48933

March 21, 2007

Ms. Susan P. Mortel, Director
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Ms. Mortel:

Finding of No Significant Impact (FONSI)
I-75 from I-675 to US-10/M-25
Saginaw and Bay Counties, Michigan

Reference is made to your letter of March 20, 2007, which requested a Finding of No Significant Impact (FONSI). Based on the information provided, we have concluded that the proposed project will have no significant impacts to the environment. Accordingly, please find attached our signed Finding of No Significant Impact (FONSI).

By our adoption of the FONSI and completion of the public comment/hearing requirements of 23 U.S.C. 128, the department is authorized to proceed with the further project development.

Sincerely,

Ronald K. Hatcher
Area Engineer

For: James J. Steele
Division Administrator

Attachment

cc: Matt Webb, MDOT, Planning (B340)
Profile No. P-21146

**MOVING THE
AMERICAN
ECONOMY**



Federal Highway Administration
Finding of No Significant Impact
For
I-75 from south of I-675 to south of US-10/M-25
Saginaw , and Bay Counties, Michigan

The FHWA has determined that this project will not have any significant impacts on the human or natural environment. This finding of no significant impact is made after review of the attached Environmental Assessment, which has been independently evaluated by the FHWA and determined to be adequate and accurately discuss the environmental issues and impacts of the proposed project.

The Public Involvement process has been complied with as described by the Michigan Department of Transportation's March 20, 2007 letter.

The Environmental Assessment provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached Environmental Assessment.

3/21/07
Date


Responsible Official

Field Operations Group Leader
Title

File No. 21145-P

Project Mitigation Summary (Green Sheet)
For the Preferred Alternative

March 19, 2007

Finding of No Significant Impacts

Proposed Reconstruction and Widening on I-75
From the I-675 Freeway Interchange (Northern Terminus)
To just south of the US-10/M-25 Interchange
In the Counties of Saginaw and Bay, Michigan

This Final Project Mitigation Summary "Green Sheet" contains project specific mitigation measures being considered at this time. These mitigation items may be modified during the final design, right-of-way acquisition, or construction phases of this project.

I. Social and Economic Environment

- A. *Access to Residential and Commercial* - Access to adjacent properties will be maintained during construction. Following resurfacing of the rest area parking lot, parking spaces will be marked using Americans with Disability Act guidelines.
- B. *Noise Impacts* - A noise wall was considered for the subdivision located east of I-75 and north of East Salzburg Road. The noise wall cost did not meet the reasonableness requirement of MDOT's Noise Policy and will not be constructed. However, additional vegetation along the ROW to provide screening of the highway from the residences will be evaluated during the design phase of the project.

II. Natural Environment

- A. *Stream Crossings* - New structures will span the entire width of the stream channel, be aligned with the stream, and be will be recessed at least six inches below the streambed elevation to allow for a natural bottom to be created. Disturbed stream channel areas will have streambed protection stone placed to stabilize them and provide spawning areas. Construction staging plans will be set up during the design of the proposed culvert replacement, culvert extensions, and at the two bridge widenings to address the need for uninterrupted water flow and fish movement.
- B. *Wetlands* - This project will impact 0.49 acres of emergent wetlands which will be mitigated at a ratio of 1.5:1 for a total mitigation of 0.74 acres. The wetland mitigation will be done at an approved Moment of Opportunity (MOO) site. Coordination will occur with MDEQ at the time of permit application.

C. *Floodplains* - Minor amounts of floodplain fill may be required at several of the stream crossings to accommodate the new culverts, culvert extensions, and widened bridges. Culvert sizes will be reviewed (and increased if necessary) in the design phase following completion of the hydraulic and scour analysis's to ensure that culverts are able to pass the 100 year storm event without increasing backwater elevations.

D. *Water Quality* - Best Management Practices (BMP's) will be used to treat storm water when designing the I-75 drainage systems. BMP's include routing road and bridge runoff through vegetated swales prior to discharge into project watercourses.

E. *Fisheries Resources* - No work will be allowed in project stream channels from March 1 through May 31 to protect spawning activities of native species. Work may occur during this time frame if done inside an enclosed cofferdam installed prior to the March 1 date. Stream flow will be maintained during construction except for short periods of time necessary to place new culvert sections.

F. *Wildlife Resources* - The Special Provision for Migratory Birds will be set up on this project to avoid impacts to nesting barn swallows at the Squaconning Creek and Kochville Drain bridges.

III. Hazardous/Contaminated Materials

A. *Foundry Sand* - If spent foundry sand or contaminated media (soil or groundwater) is encountered at any time during construction, it will be handled and disposed of appropriately in accordance with current state and federal regulations.

IV. Construction

A. *Maintaining Traffic* - Traffic on I-75 and ramps will be maintained by part-width construction. All lane closures, traffic shifts, and changed travel patterns will be clearly marked. MDOT will coordinate with local officials to provide updated project information to assist all motorists including emergency vehicles, school buses, and public transit.

B. *Soil Erosion/Sedimentation Control* - Strict soil erosion and sedimentation controls will be set up and maintained during construction.

C. *Construction Permits* - Permits under Act 451, Parts 31, 301, and 303, are required from the MDEQ for this project. Coverage under the National Pollutant Discharge Elimination System (NPDES), which is administered by the MDEQ, is also required. A federal permit under Section 10 and Section 404 will be required from the U. S. Army Corps of Engineers (COE).

D. *Permit Time Restrictions* - No work will be done in project watercourses from March 1 through May 31 unless done within an enclosed cofferdam.

Appendix C:

EIS for M-84 Project

FHWA-MI-EIS-94-03-F

**M-84 RECONSTRUCTION
FROM TITTABAWASSEE ROAD IN SAGINAW COUNTY
TO EUCLID AVENUE (M-13) IN BAY CITY, MICHIGAN**

FINAL

**ENVIRONMENTAL IMPACT STATEMENT
SUBMITTED PURSUANT TO 42 U.S.C. 4332(2)(c)
AND 49 U.S.C. 303 BY THE**

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
MICHIGAN DEPARTMENT OF TRANSPORTATION**

8/28/96
Date of Approval

Philip E. Miller
Director, Planning and Program Development

The following persons may be contacted for additional information concerning this document:

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Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909
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This Final Environmental Impact Statement (EIS) describes the Preferred Alternative and Alternatives Eliminated from Further Consideration for the proposed Reconstruction of M-84 from Tittabawassee Road in Saginaw County to Euclid Avenue (M-13) in Bay County. The Preferred Alternative is a combination five-lane, boulevard, and three-lane cross-section. The Preferred Alternative follows the existing roadway alignment, with the exception of minor deviations to meet current design standards and to minimize impacts. The reconstruction of M-84 will alleviate traffic congestion and reduce traffic conflicts associated with turning movements. The Final EIS summarizes information presented in the Draft EIS (October 13, 1994), responds to public and agency comments regarding social, economic and environmental issues, and presents the criteria used during the selection of the Preferred Alternative. Issues associated with the proposed project include displacements, land use, wetlands, right-of-way acquisition, socioeconomic and Section 4(f) issues. Secondary and proposed development issues are also addressed. The total estimated cost of the proposed project is \$28,695,000.

SECTION 1 - SUMMARY

1.1 DESCRIPTION OF THE PROPOSED PROJECT

The Final Environmental Impact Statement (EIS) addresses the proposed improvement of M-84 between Tittabawassee Road in Saginaw County and Euclid Avenue (M-13) in Bay County, Michigan. The project location is illustrated in **Figure 1**. The alternatives presented include the No Build Alternative, Transportation System Management (TSM) Alternative, the Preferred Alternative, and Alternatives Eliminated from Further Consideration.

No Build. The No Build Alternative would limit improvements to the continued maintenance of the existing facility. It would not include capacity enhancing improvements. This alternative assumes traffic growth based upon existing trends.

TSM. The Transportation System Management Alternative includes present and ongoing local improvements, such as incremental widenings of short road segments, construction of auxiliary lanes, and traffic signal phasing and timing adjustments. This alternative assumes continuation of existing growth trends.

Preferred Alternative. This alternative, also referred to as the Full Development Alternative, assumes commercial development will occur along the entire corridor which will require major capacity expansion. M-84 would be reconstructed as a five-lane road between Tittabawassee and Pierce Roads, Delta Road and the I-75 interchange, and Salzburg Road and Euclid Avenue. A boulevard would be constructed between Pierce and Delta Roads, and a three-lane cross section would be constructed from the I-75 interchange to Salzburg Road.

Right-of-Way (ROW) preservation is a key element of the Preferred Alternative. Right-of-Way preservation will be accomplished through actual purchase and/or corridor land use planning and zoning measures. This preservation effort is important because the present growth trends along M-84 indicate that the Preferred Alternative is best implemented through a staging of construction. This staging will involve some TSM Alternative improvements along segments of the corridor where traffic growth is moderate. However, when traffic warrants, the Preferred Alternative will be constructed.

Alternatives Eliminated from Further Consideration. Alternatives Eliminated from Further Consideration include a Three- or Four-lane widening, an Off-Alignment Alternative, Mass Transit Alternative, Full Boulevard Alternative, and

Five-Lane Alternative. The Five-Lane Alternative was evaluated through the Draft EIS, the remaining alternatives were determined not to be practical during the development of the Draft EIS and were eliminated from further consideration. Specific details describing each of the Alternatives are presented in **Section 3**.

M-84 serves as a major transportation link between Bay City and Saginaw. The project area has experienced commercial growth in the past five to seven years, especially near Tittabawassee Road and at the I-75 interchange. Commercial growth within the project area, along with increased residential and commercial development in the Bay City and Saginaw Metropolitan areas, has substantially increased traffic on M-84.

The need for transportation improvements along M-84 has been well documented. The five-lane widening of M-84 from I-75 to south of Delta Road was identified as a priority in the 1986 Bay City Area Transportation System (BCATS) plan. The widening of M-84 between Tittabawassee and Freeland Roads was also identified as a priority transportation improvement in the 1991 Saginaw Metropolitan Area Transportation System (SMATS) plan. Several incremental improvements designed to address capacity and safety concerns have already been completed and/or proposed. Under present growth trends, incremental improvements will address many of the traffic and safety concerns. However, should the project area experience accelerated commercial development, comprehensive transportation improvements along M-84 will be needed.

Funding for a study to evaluate M-84 improvement alternatives between Tittabawassee Road and Euclid Avenue was programmed in 1991. A corridor study, including the preparation of an EIS and early preliminary engineering design was initiated in 1993. This Final EIS identifies the Preferred Alternative for improving M-84 and the impacts, benefits, and cost which would be associated with the improvement.

1.2 ALTERNATIVES

Numerous alternatives have been considered for increasing the Level of Service (LOS) and sufficiency of M-84, several of which have been eliminated from further consideration. The alternatives evaluated in the Draft EIS included No Build, Mass Transit, TSM, Five-Lane, Full Boulevard, and a Boulevard/Five-Lane Alternative. The Preferred Alternative is a modification of the Boulevard/Five-Lane Alternative addressed in the Draft EIS. The No Build Alternative, TSM Alternative, Preferred Alternative, and Alternatives Eliminated from Further Consideration are addressed in greater detail in **Sections 3 and 5**, and in the Draft EIS published in October of 1994.

1.2.1 No Build

The No Build Alternative would consist of general maintenance along existing M-84. Under the No Build Alternative, projected increases in traffic volumes between Euclid Avenue and Tittabawassee Road would result in reduced roadway sufficiency and further LOS deterioration at intersections within the project area, particularly at the I-75 interchange.

1.2.2 Transportation System Management

This alternative assumes continuation of existing patterns of development. Local areas of commercial development at the south end of the corridor, and continued traffic growth near the I-75 interchange area, may require special capacity and safety related improvements. However, overall patterns of traffic growth may be accommodated by the existing facility.

TSM improvements include operational changes, such as the installation of traffic signals, adjustment in signal timing and phasing, and construction of left and right turn lanes at intersections. In addition, the Michigan Department of Transportation has a continuing program of incremental improvements to the corridor. These include:

- In 1988, a north-to-southbound entrance ramp was constructed at the I-75 interchange. This ramp has reduced left-turn conflicts, thereby reducing the potential for turn-related crashes
- A signal was installed in 1991, and a left turn lane constructed in 1993 at M-84 and College Road, at the entrance to Saginaw Valley State University.
- In May 1993, M-84 was widened to three lanes, from the southbound ramps to the Squaconning Creek Bridge, just north of Delta Road. This has improved the capacity and traffic operations of the interchange area.
- Presently, plans are underway to construct a south-to-northbound entrance ramp at the I-75 Interchange. This will also eliminate left-turn conflicts, and improve traffic operations of the Interchange.
- In 1996, M-84 is planned to be widened to five-lanes from Bueker Road to 548 meters (1,800 feet) north. This will improve capacity in the area that is experiencing the greatest commercial growth.

Additional improvements to the interchange area would include five-lane widening from the I-75 interchange to the Delta Road intersection. Also, widening M-84 to

five-lanes through Kochville Road, possibly as far north as Pierce Road, will be considered when traffic volumes warrant. In any case, capacity preserving measures, such as access control, need to be pursued through these segments.

1.2.3 Preferred Alternative (Full Development Alternative)

Through the public involvement process, concerns were expressed over the possibility of intense commercial development occurring along the M-84 corridor, similar to the type of development that has occurred just south of Tittabawassee Road, near the I-675 interchange. In response to these concerns, a traffic growth model was constructed that assumed intense commercial development and high traffic growth. The impact of this scenario related to traffic operations on the present two-lane facility was tested. The forecasted traffic volumes justify the need for a major expansion of the capacity of M-84, should such development transpire.

As a result of additional traffic analysis and the evaluation of displacements, wetland issues, and public input, a combination Boulevard/Five-Lane/Three Lane Alternative has been selected as the Preferred Alternative. The Preferred Alternative is a modification of the Boulevard/Five-Lane Alternative presented in the Draft EIS. The five-lane cross-section originally proposed between the north side of the I-75 interchange and Salzburg Road has been changed to a three-lane cross-section. There has also been minor modifications in the alignment of the proposed boulevard segment.

The Preferred Alternative would utilize a five-lane urban section along more developed areas between Tittabawassee Road and Pierce Road, and between Delta Road and Euclid Avenue (M-13). A boulevard section is proposed for the rural segment between Delta and Pierce Roads, and a three-lane section has been proposed for the residentially developed area between I-75 and Salzburg Road. The five-lane cross-section would be composed of two - 3.6 meter (11.81 feet) lanes in each direction with a continuous 3.6 meter (11.81 feet) center turn lane. Right-of-way requirements for the five-lane section would be 30 meters (98.43 feet).

The boulevard section from Pierce Road to Delta Road would require 75 meters (246.06 feet) of ROW and provide two - 3.6 meter (11.81 feet) lanes in each direction with a 25 meter (82 feet) center median. The ROW is proposed to be acquired on the east side of the roadway to reduce relocations and ROW costs. Open ditching would be used to drain the boulevard section. A median with curb and gutter drainage may be used along the Saginaw Valley State University frontage in order to accommodate landscape preferences by the University. The three-lane cross-section would have three - 3.6 meter (11.81 feet) lanes and be constructed within the existing 20.1 meter (66 feet) right-of-way. This will reduce displacements

throughout the segment and eliminate direct impacts to the St. Paul Lutheran Church and School.

The Preferred Alternative would require improvement of existing highway structures. The I-75 overpass would require widening and the Squaconning Creek and Dutch Creek Bridges are proposed to be replaced. The alignment of the Preferred Alternative is discussed in Section 3. This improvement will be 13.3 km (8.3 miles) in length, with an estimated cost of \$28,695,000 in 1995 dollars.

1.2.4 Alternatives Eliminated From Further Consideration

Numerous alternatives were eliminated from further consideration as part of the environmental clearance process. Eliminated alternatives included the Three- or Four-Lane widening of the entire corridor, a Full Boulevard, an Off-Alignment Alternative with a new interchange, Mass Transit, Five-Lane, and Boulevard/Five-Lane Alternatives. These alternatives were eliminated from consideration as a result of commercial and residential displacements, wetland, farmland, and 100-year floodplain impacts, inability to meet the traffic need, and/or substantial ROW requirements. The Full Boulevard Alternative required the most commercial and residential takings, including those of historic importance. The Mass Transit Alternative was not deemed sufficient as a long-term solution, but will continue to be evaluated as a short-term or staging alternative. The Three-Lane and Four-Lane Alternatives did not adequately address long-term traffic and safety concerns, and like the Five-Lane Alternative, they did not offer the advantages of a rural boulevard segment to aid in limiting future secondary development impacts. The Boulevard/Five-Lane Alternative required more ROW than the Preferred Alternative and directly impacted historically important properties. A full description of the alternatives eliminated from further consideration is contained in Section 3.3.

1.3 IMPACTS

The following is a summary of the impacts evaluated in the Draft EIS in relation to the No Build and Preferred Alternatives. Proposed mitigation is briefly described where appropriate. A more detailed discussion of the impacts of the Preferred Alternative is contained in Sections 5 and 6.

1.3.1 Socioeconomics, Land Use and Farmlands

Residential relocations range from zero for the No Build Alternative to a maximum of 29 for the Preferred Alternative under current local zoning setback requirements. If local zoning requirements are not enforced, 19 residential units would be required for structures located within 6.1 meters (20.0 feet) of the ROW. There would also be either 19 (local zoning) or 16 (ROW) businesses and one industrial facility

displaced by construction of the Preferred Alternative. Construction of the Preferred Alternative would require the acquisition of 14.6 hectares (36.1 acres) of farmland including property from five parcels of P.A. 116 land. Adequate replacement housing of comparable value exists in the project area and relocation assistance will be provided in accordance with federal and state laws. There are no disproportionate concentrations of minority, low income or other people with special needs in the project area. As specified in Executive Order 12898 (Federal Actions to Address Environmental Justice and low income populations), a continued effort will be made to identify such groups.

1.3.2 Air Quality

Implementation of the Preferred Alternative would have minimal air quality impacts. Continued compliance with National Ambient Air Quality Standards for carbon monoxide and ozone is predicted.

1.3.3 Noise

There were 96 sites analyzed for noise impacts within the corridor. These sites are representative of the conditions at 175 single family residences, 83 commercial buildings, two motels, two churches, one school and three ball fields. The No Build Alternative would exceed the 67 and 72 dB noise criteria for 62 residences and zero commercial buildings, respectively, in the year 2016. The No Build Alternative would approach the criteria for 36 residences and one commercial building. For the Preferred Alternative, 65 residences and one commercial building would have noise levels exceeding the criteria. Another 22 residences and 16 commercial properties would approach the criteria for the Preferred Alternative. The Preferred Alternative will also exceed the exterior noise criteria at one church, one motel, two ball fields and one school and will approach the noise criteria at one church, one motel and one ball field. The No Build Alternative will exceed the noise criteria at one church, one motel and one school, and will approach the noise criteria at one church, one motel and one ball field.

Both the No Build and the Preferred Alternatives are projected to produce exceedances of the 52 dB interior noise criterion at the St. Paul Lutheran School and the Kochville United Methodist Church for an open window condition.

1.3.4 Geological Resources

The No Build Alternative would not impact geological resources. The Preferred Alternative would have no substantial impact on the geomorphology or groundwater of the project area. The Preferred Alternative would not result in substantial impacts or encroachment of the 100-year floodplain at any of the streams crossed. Stream

crossing structures will be designed and constructed to assure compliance with Federal and State regulations.

1.3.5 Ecological Resources

Water Quality. The No Build Alternative would not cause construction related impacts, however, predicted traffic increases may concentrate contaminated runoff along the existing route. The Preferred Alternative will incorporate the various design and construction methods described in **Section 5** to minimize the effects of the proposed project on water quality and aquatic resources. It is unlikely that Michigan Water Quality Standards would be exceeded with development of the Preferred Alternative. Minor changes in receiving water pH, fecal coliform, solids, metals and dissolved oxygen may be associated with project construction, use, and maintenance.

Aquatic Ecology. The No Build Alternative would not increase impacts to aquatic communities. The Preferred Alternative crosses Dutch and Squaconning Creeks as well as 11 county drains. Potential impacts related to construction of the Preferred Alternative include increased water turbidity, sedimentation, stream bank erosion, and decreased water quality. Design and construction will incorporate methods to minimize the effects of the proposed project on water quality and aquatic resources, as described in **Section 5**.

Wetlands. The No Build Alternative would not have direct impacts on wetland habitat. There would be 0.4 hectares (1.1 acres) of wetlands impacted by the Preferred Alternative.

A wetland mitigation plan has been prepared for the Preferred Alternative, and is summarized in **Section 5**. The wetland mitigation plan proposes the replacement of wetland functions and values, at a ratio of 1.5 to 1. Wetland Mitigation would include the construction of 0.6 hectares (1.7 acres) of wetland habitat, at an estimated cost of \$50,000.

Wild and Scenic Rivers. No national or state recognized Wild and Scenic Rivers would be impacted by the proposed project.

Coastal Barriers/Coastal Zone Management Areas. The project area will not impact any coastal barriers or coastal zone management areas.

Threatened and Endangered Species. No federal or state listed threatened, endangered, or candidate species are known to inhabit the project area.

Terrestrial Ecology. The No Build Alternative would not increase adverse effects on terrestrial communities. The Preferred Alternative would have limited impacts on existing communities since the natural community is currently in a degraded state due to development and agricultural land uses.

Natural Areas. Neither the No Build nor Preferred Alternative would affect any existing or proposed public parks, recreation sites, or natural areas of special significance.

1.3.6 Cultural Resources

The Michigan State Historic Preservation Officer (MSHPO) has concluded that no buildings which are eligible for listing in the National Register of Historic Places will be adversely affected by the Preferred Alternative. The provisions of Section 106 of the Historic Preservation Act have been complied with; no Section 4(f) determination is required. There would be no known archaeological sites affected by the Preferred Alternative.

1.3.7 Aesthetic and Visual Resources

The No Build Alternative would cause no impacts to aesthetic or visual resources. The Preferred Alternative would have visual impacts during the construction phase of the project, characterized by a short-term decrease in visual quality. No long-term visual impacts are anticipated.

1.3.8 Hazardous Waste Sites

Sixteen properties along the Preferred Alternative have been identified as having a potential for contamination. Of these sites, seven are gas stations, five are automotive repair related facilities, one is a nursery, one is a concrete products supplier, one is a barrel recycler/manufacturer, and one is a residential area. None of these properties will require full acquisition, or lose structures to the proposed ROW. Acquisition of ROW would be required from six of the sites.

1.3.9 Energy

The energy requirements for construction of the Preferred Alternative would be greater than the energy requirements for general maintenance associated with the No Build Alternative. Increases in regional transportation energy use are expected along the corridor with or without project construction. These increases would be associated with regional traffic growth.

1.4 SUMMARY OF IMPACTS AND COSTS

Table 1-1 provides a summary of impacts and costs associated with construction of the Preferred Alternative. Impacts and costs associated with the eliminated Five-Lane Alternative have also been included for comparison purposes.

It is expected that in further refinement of the Preferred Alternative, the impacts indicated could be slightly modified. Upon completion of the design survey it may be determined that modifications to the alignment are warranted to further reduce displacements and and/or resource impacts. Refinements may occur throughout the design process in an effort to further minimize impacts and assure the most practical and feasible design.

1.5 PREFERRED ALTERNATIVE

The Preferred Alternative supports accelerated commercial growth in the Bay-Saginaw community. This alternative best accommodates the projected traffic increases, allows for greater control of turning movements at intersections and driveways, as well as facilitates the types of development favored by the surrounding communities. Construction of the Preferred Alternative would improve roadway sufficiency and provide a higher level of service than the alternatives eliminated from further consideration. The alignment of the Preferred Alternative promotes safety and avoids and/or minimizes social and environmental impacts wherever feasible.

Appendix D:

Bay City Times Article 4/02/2007

season,
prospects

want to be? pilot program

BAY CITY TIMES

Bay Area's Trusted News Source Since 1873 • Volume 134, Number 92

Monday, April 2, 2007



Kevin Hagen ■ Times Photo

10, left, and Emma Bruzewski, 7, figure out Brad McManus's costume at the Auburn Jaycees Easter Egg Hunt. The girls saw his pants showing through the chicken feet.

PPY HUNTING

ds of children
op up eggs in
aster tradition

By **RYAN MCCORMICK**
TIMES WRITER

Keep your nose to the ground and make sure there isn't a hole in your bag.

That was the kind of advice parents were doling out Sunday during the 30th annual Auburn Jaycees Easter Egg Hunt. It was good advice, considering about 800 children came out to the Auburn Cornfest grounds to pick up some of the 6,000 plastic eggs filled with candy, coupons and prizes, said Amanda Sandow, co-director of the event and a member of the Auburn Jaycees.

The free hunt started at 1 p.m. and lasted about three minutes with children



Plan maps out Bay area road projects through 2015

By **RYAN J. STANTON**
TIMES WRITER

The future of transportation in the Bay City area will be the focus of discussion on Thursday, and while it's not all smooth cruising, there's hope that improvements are on the way.

Leaders of the Bay City Area Transportation Study, a collective group of local public officials, have rolled out a long-range plan identifying about 20 local road projects that could be funded to the tune of \$63.2 million.

Those are proposed to be completed using state and federal revenues expected between now and 2015, according to the group's 2035 Metropolitan Transportation Plan. The new plan details the projects and how they'll improve burdened roadways.

"They're all priorities," said BCATS director David Engelhardt, also head of Bay County's Transportation Planning Division.

The plan, more than a year in the making, has been a collaborative effort by many groups, including the Bay County Road Commission, Bay City, Essexville and the Michigan Department of Transportation. It is nowhere near close to solving all of Bay County's road woes, Engelhardt said, though it's a step in the right direction.

MORE INSIDE
See a map of proposed projects.
PAGE 2A

See **ROAD, 2A**

ROAD projects will fix some transportation problems

FROM 1A

"It certainly doesn't do enough to maintain the system in its own right," he said, though it is a plan that will be updated periodically.

The plan, an 89-page draft report, is not yet finalized. BCATS is accepting public input until April 17. Comments can be made by e-mailing engelhardt@baycounty.net or writing to Bay County's Transportation Planning Division, 515 Center Ave., Bay City, MI 48708.

The agency also is inviting the public to attend an open house from 3-7 p.m. Thursday at the Alice & Jack Wirt Public Library, 500 Center Ave. Without feedback, Engelhardt said, it's hard to foresee potential issues with the projects.

The plan includes both reconstruction and widening projects. Identified roads likely will be funded in the foreseeable future, though inclusion on the list does not guarantee construction.

Michael Stoner, general manager of the Bay Metropolitan Transportation Authority, considers the plan a forward-thinking measure.

"It's a guide to keep looking ahead, so you don't do something now that will undermine what you're trying to do 20 years from now," he said.

The projects proposed reflect only a small portion of the dozens of local road "deficiencies" that are identified in the BCATS draft report; others have no identified funding right now.

The \$63.2 million figure is based on what BCATS thought it could reasonably expect in federal and state aid in the coming years, based on current trends, Engelhardt said. The specific projects were identified using a wide range of data from traffic studies to census reports about population growth.

Dale J. Majerczyk, Essexville city manager, said it has been a cooperative effort.

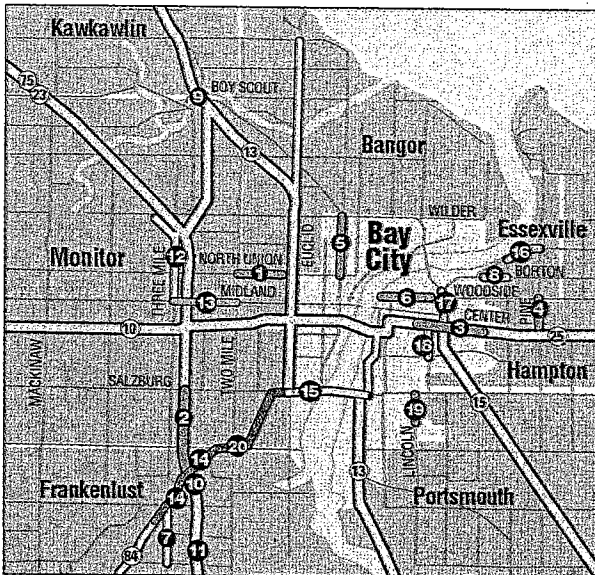
"As limited dollars come in, we work very hard to make sure the high-priority projects get addressed, regardless of which jurisdiction they're in," he said.

Jim Lillo, assistant engineer for the Road Commission, agreed. "We took everything into account and allocated the money, I think, where it should be," he added.

The overall intent, Engelhardt said, is to address existing problems, and partly to confront structural and capacity issues — such as the recon-

TRANSPORTATION PROJECTS

The following transportation projects are specifically identified as part of the BCATS 2035 Metropolitan Transportation Plan. The projects have an identified source of funding, ensuring a financially constrained plan. Additional funding that is available after projects are constructed is currently appropriated for operations and maintenance of the transportation network.



ROAD	LOCATION	PROJECT TYPE	FUNDING YEAR	COST
1 North Union	Two Mile to Woodbridge	Crush & Shape	2008	\$250,000
2 I-75	Hotchkiss to Salzburg	Reconstruction	2008	\$13,500,000
3 M-25 (Center)	Johnson to Livingston	Reconstruction	2008	\$3,510,000
4 Pine Rd.	M-25 to Nebobish	Reconstruction, addition of center turn lane	2008	\$1,100,000
5 N. Henry St.	North Union to Wilder	Reconstruction, reduce to two lanes and a center turn lane	2008-09	\$3,403,000
6 Woodside Ave.	Washington to Johnson	Resurface	2008-09	\$1,135,000
7 Three Mile Rd.	Amelth to M-84	Crush & Shape	2010	\$328,000
8 Borton Ave.	Caroline to Scheurmann	Resurface, railroad crossing improvements	2010	\$350,000
9 M-13 (S. Huron)	Kawkawlin River Bridge	Deep Overlay	2010	\$860,000
10 I-75 Bridges	Dutch Creek Bridges	Deep Overlay	2010	\$1,770,000
11 I-75	County Line to south of M-84	Reconstruction and widening into median one lane in each direction, construct a median barrier wall, drainage extensions	2010	\$13,500,000
12 Three Mile Rd.	Wilder to Midland	Crush & Shape	2010	\$600,000
13 Midland Rd.	Three Mile to Two Mile	Reconstruction, addition of center turn lane	2011	\$1,800,000
14 M-84 Bridges	Dutch/Squaconning Creeks	Replace Squaconning bridge and Dutch culvert	2011	\$2,644,000
15 M-84	M-13 to Wenona	Reconstruction	2012	\$1,800,000
16 Woodside Ave.	Scheurmann to Pine	Resurface	2012	\$400,000
17 Trumbull St.	Woodside to M-25	Reconstruction	2012	\$1,680,000
18 Johnson St.	Center to 11th Street	Reconstruction	2013	\$1,200,000
19 Lincoln St.	22nd to Fremont	Reconstruction	2014	\$1,200,000
20 M-84	Delta Rd. to M-13	Reconstruction and widen	2015	\$12,156,000
TOTAL COST:				\$63,186,000

struction and widening of M-84 from Delta Road to M-13, a \$12.2 million project slated to be funded in 2015.

The plan also calls for reconstructing Trumbull from Woodside Avenue to M-25 to the tune of about \$1.7 million, while pumping another \$1.1 million into resurfacing Woodside from Washington to Johnson Street. Engelhardt said he's glad to see Trumbull identified in the plan, but what's planned is only a partial solution.

"I would love to see something happen with the Trumbull Avenue corridor, but that's something that takes a lot more money than what's on the table," he said.

While there's not enough money to fix all roads, Engelhardt said, that's not just a local problem — "it's statewide, it's nationwide."

His staff recently surveyed all county roads, rating them based on condition. They found 23 percent "excellent,"

42 percent "good," 26 percent "fair" and 9 percent "poor."

"We're losing ground," he said. "They're deteriorating faster than we can get to them."

The BCATS plan is available at www.co.bay.mi.us under "Transportation Planning" or by calling 895-4064.

— Ryan J. Stanton covers Bay County government for *The Times*. He can be reached at 894-9645 or by e-mail at rstanton@bc-times.com.

OUR VIEW

Pay up to putt-putt: Pump some green back into pavement

The blacktop around here could use a lot more green. But a lack of state money for Bay County roads and other local byways means the potholes that caved in the pavement this winter and spring will get only a shovel or two of temporary patch.

Even a long-range plan for basic roadwork that the Bay City Area Transportation Study is finishing seems awfully pie in the sky, given the lack of state money.

Last year, for example, Bay County got \$7.7 million from the Michigan Transportation Fund – way down from the \$8.4 million it got in 2004. This year, the Bay County Road Commission expects even less, about \$7.6 million.

There's so little money that the Road Commission, which used to repave 20 miles of blacktop in 1994, can afford to repave just 1.7 miles this year.

It's clear that everyone needs to pony up to patch our pavement.

That's what's behind the push in Lansing to gradually increase the gas tax on gasoline by 9 cents a gallon. Both diesel and gas would eventually have a state tax of 28 cents a gallon.

Fine and dandy, if all you're looking for is money.

Several months ago, The Bay City Times submitted its modest proposal to readers – increase the tax on petroleum fuels a dollar a gallon, but not on ethanol and biodiesel.

There's your money for roads, and a major incentive to drive smaller vehicles or buy biofuels to boost our growing local alternative fuels industry.

If that seems too drastic – if even the 9-cent proposal seems too much – hop in the jalopy and go for a jaunt down any road to see the need.

Hang on; it'll be a rough ride.

You can chuck asphalt into those potholes only so long before the inevitable becomes obvious.

One way or another, we'll pay for that neglect.

With one of the worst road systems around.

Or, with higher taxes at the pumps.

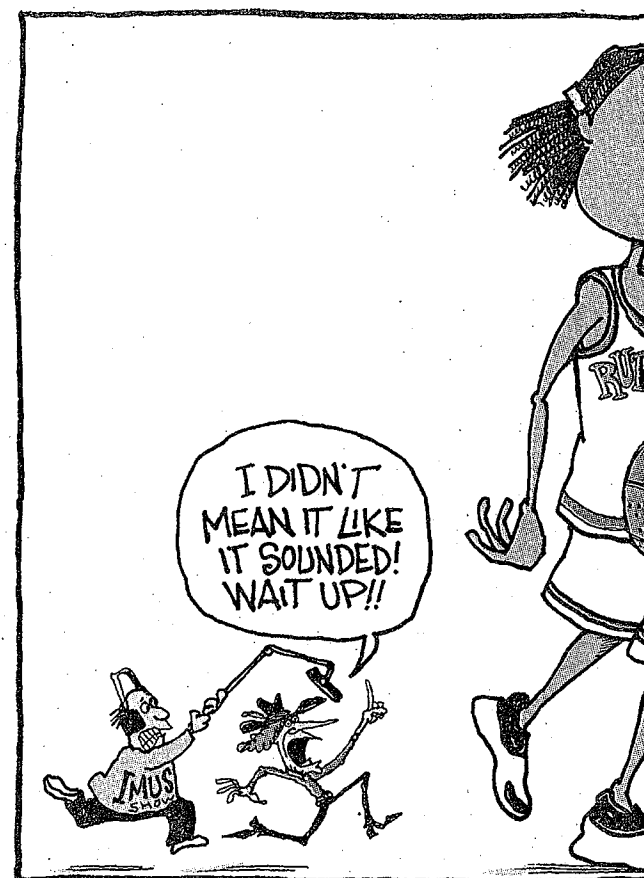
Bay County plans to make way for everyone outdoors

Bay County has set an ambitious agenda to improve everyone's access to recreation.

It's certainly worth a shot.

The county Board of Commissioners has amended its

Opinio



S U P E

Junk food could be wh

By MARK DI IONNO

Modern anthropologists believe lead poisoning contributed to the decline of the Roman Empire. Archaeology digs uncovered lead-lined wine decanters, water jugs and cooking pots in the ruins of the ancient homes of the ruling class. The theory is that the insanity of the Caligula-era senate and the emperor himself was due to lead's effect on the brain.

So what will future anthropologists say about us? What conclusions will they draw from the super-sized coffins and the skeletal remains with missing toes, amputated by diabetes?

What will they derive from cemeteries that reveal a sudden downturn in American life expectancy when our junk food generations begin dying of heart disease and arteriosclerosis in middle age?

Or from the ruins of all the red and yellow plastic roof restaurants sunken by global flooding, or buried under nuclear

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Appendix E:

Public Outreach Letter & Candidate Projects

Bay City Area Transportation Study (BCATS)

2035 Metropolitan Transportation Plan Public Review Session

Thursday, April 5, 2007
Wirt Public Library
500 Center Ave
3:00 pm - 7:00 pm



For more information Contact **Dave Engelhardt, BCATS Director**
989-895-4064
Bay County Building 5th Floor
515 Center Ave

This meeting is not sponsor or endorsed by the Bay County Library System.

TRANSPORTATION PLANNING DIVISION

515 Center Avenue
Bay City, Michigan 48708

(989) 895-4064
Fax (989) 895-4068
TDD (989) 895-4049



DAVID ENGELHARDT

BCATS Director
Bay City Area Transportation Study
engelhardtd@baycounty.net

THOMAS HICKNER
County Executive

March 15, 2007

RE: Request for Consultation on the BCATS 2035 Metropolitan Transportation Plan and Candidate Projects

Dear :

In order to foster cooperation while promoting communication within Federal, State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation, the Bay City Area Transportation Study (BCATS) is seeking input on its 2035 Metropolitan Transportation Plan and its associated list of Candidate Projects. Enclosed is a spreadsheet detailing the Candidate Projects for the BCATS study area as well as a brief background and information sheet explaining who BCATS is and the development of the BCATS 2035 Metropolitan Transportation Plan (MTP).

These projects include both reconstruction and capacity (widening) projects. The roadways identified in the BCATS 2035 MTP will likely be funded for construction in the foreseeable future, however, the inclusion of a project on this list does not guarantee construction. A detailed map referencing the projects on the spreadsheet is enclosed. This map along with the full text of the BCATS 2035 MTP is available on the BCATS website which is housed within the Bay County Website at www.co.bay.mi.us under Transportation Planning or by contacting our office.

Please look over the Candidate Projects and the BCATS 2035 Metropolitan Transportation Plan and reference them to your organization. We would appreciate receiving any comments and/or concerns. Please contact us in writing or email (engelhardtd@baycounty.net) by **Tuesday, April 17, 2007**. Your comments are an important part of the planning process. Without appropriate feedback, it is difficult to foresee potential issues with the Candidate Projects or the general planning process. No comment will be viewed as having no concerns with either the Candidate Projects or the BCATS 2035 Plan. However, actual comments are encouraged.

You are invited to attend the BCATS Open House which will be held at the Alice and Jack Wirt Public Library, 500 Center Ave, Bay City on Thursday, April 5, 2007 between 3:00 p.m. and 7:00 p.m. This program is not sponsored or endorsed by the Bay County Library System.

If you have any questions or comments or wish to meet with us in person regarding the Candidate Project List, the BCATS 2035 Metropolitan Transportation Plan, or other transportation related issues, please feel free to contact us. Thank you in advance for your comments and participation.

Sincerely,

David Engelhardt
BCATS Director

Enclosures

TRANSPORTATION PLANNING DIVISION

515 Center Avenue
Bay City, Michigan 48708

(989) 895-4064
Fax (989) 895-4068
TDD (989) 895-4049

**DAVID ENGELHARDT**

BCATS Director
Bay City Area Transportation Study
engelhardtd@baycounty.net

THOMAS HICKNER
County Executive

TRANSPORTATION PLANNING & SAFETEA-LU

On August 10, 2005, President Bush signed the \$244.1 billion, five-year federal transportation funding bill as passed by Congress which is known as SAFETEA-LU, (Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users). SAFETEA-LU succeeds the expired Transportation Efficiency Act for the 21st Century (TEA-21).

SAFETEA-LU re-authorizes the federal highway, public transportation, highway safety, and motor carrier safety programs through Fiscal Year 2009. The Bay City Area Transportation Study (BCATS) was designated to carry out the transportation planning process required by TEA-21 and now SAFETEA-LU. Establishment of this process enables BCATS and other transportation agencies within the BCATS area to receive federal funding for a variety of transportation projects including reconstruction and resurfacing of roads and bridges, purchase of transit vehicles, highway and transit safety improvements and pedestrian and non-motorized projects that will efficiently maximize the mobility of people and goods within and through the Bay City urbanized area.

Currently, the BCATS area includes the cities of Bay City and Essexville and the townships of Bangor, Kawkawlin, Monitor, Frankenlust, Portsmouth, Hampton and Fraser. This is known as the urban transportation planning area.

BCATS Committees

The Bay City Area Transportation Study (BCATS) is composed of two committees: the Policy Committee and the Technical Committee. The Policy Committee is made up of mostly elected officials from township, city, and county government. The Technical Committee is comprised of transportation planning and engineering professionals from the community. Both committees also have representatives from the Michigan and U.S. Departments of Transportation. The Technical Committee provides valuable expert advice to the Policy Committee on various matters which it must address. The Policy Committee must give final local approval to all plans and projects in the Bay City urbanized area which use federal funding.

The Policy Committee usually meets on the third Wednesday of every other month at the Bay County Building, 515 Center Avenue, Bay City, Michigan. While the Technical Committee meets at the same location, usually on the second Tuesday in the same months as the Policy Committee.

2035 Metropolitan Transportation Plan

BCATS began drafting the 2035 Long Range Transportation Plan in January 2006. The plan includes information from the new Tri-County Travel Demand Model and all aspects of the new Transportation Bill, SAFETEA-LU. Under SAFETEA-LU, BCATS is required to develop both a Metropolitan Transportation Plan and a Transportation Improvement Program (TIP) which encompass a broader spectrum of issues, including intermodal facilities and fiscal constraint. As a result, BCATS has developed the 2035 Metropolitan Transportation Plan.

Interested persons are always welcome to attend the meetings or call one of the following Technical Committee members to discuss transportation issues of interest:

David Engelhardt, BCATS Director (989) 895-4064
Bay County Transportation Planning Division
engelhardtd@baycounty.net

Michael Stoner, General Manager (989) 894-2900
Bay Metro Transit
mstoner@baymetro.com

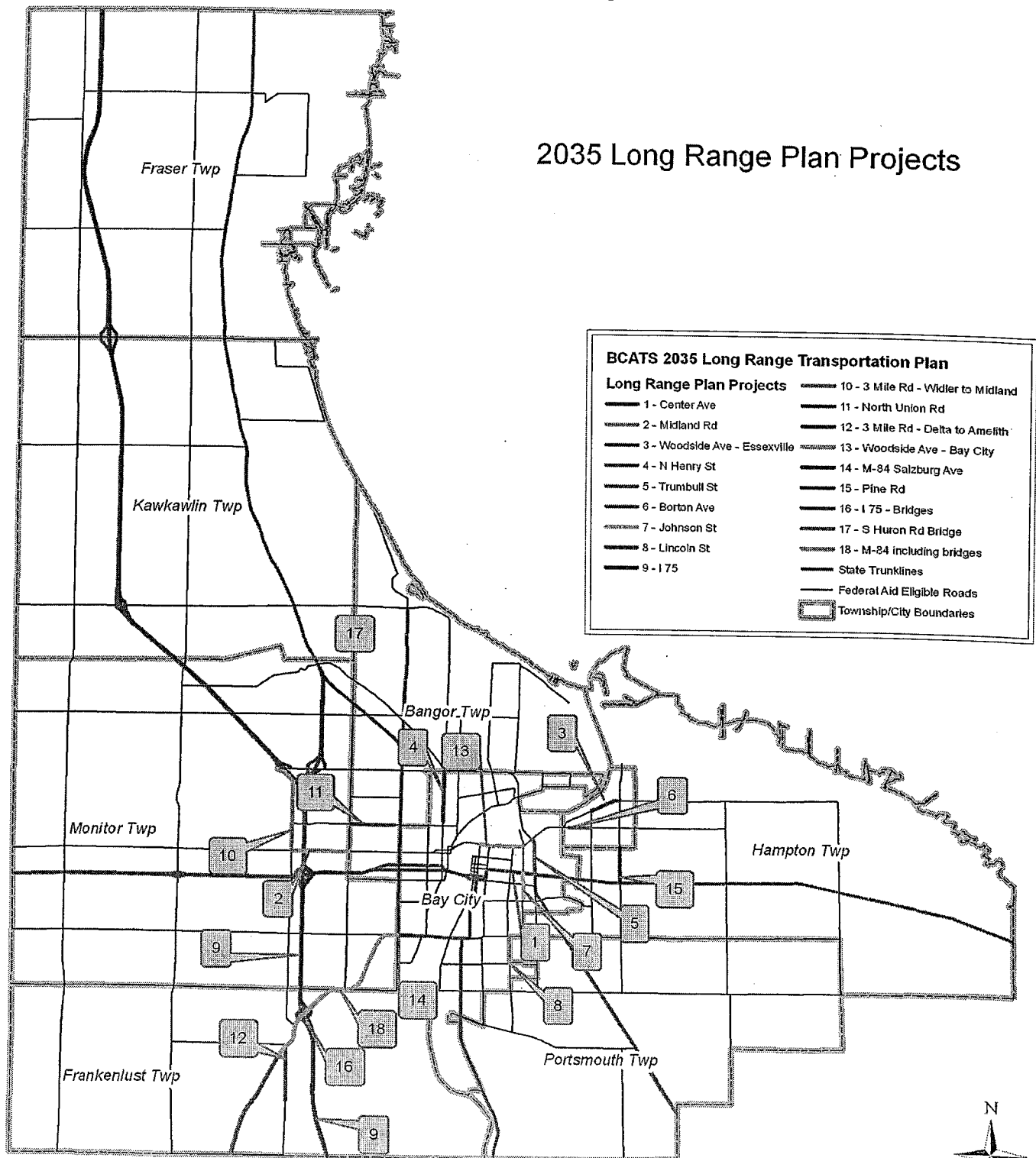
Bob Ranck (989) 671-1555
Michigan Department of Transportation
ranckr2@michigan.gov

The county of Bay will provide necessary and reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting/hearing upon ten (10) days notice to the county of Bay. Individuals with disabilities requiring auxiliary aides or services should contact the county of Bay by writing or calling:

Michael Gray, Executive Assistant
Office of the Bay County Executive
515 Center Avenue - Suite 403
Bay City, MI 48708
(989) 895-4130
(989) 895-4049 TDD

Bay City Area Transportation Study (BCATS)

2035 Long Range Plan Projects



February 2007

0 1 2 4 6 8 10 Miles

County of Bay
Dpt. of Environmental Affairs &
Community Development
- GIS Division
Dirk Westbury, GIS Technician
westburyd@baycounty.net
(989) 895-4246

Transportation Projects

The following transportation projects are specifically identified as part of this BCATS 2035 Plan. These projects have an identified source of funding, thus ensuring a financially constrained plan. Additional funding that is available after these projects are constructed is currently appropriated for operations and maintenance of the transportation network.

Road	Location	Project Type	Year	Cost (x1000)
North Union	2 Mile Rd to Woodbridge St	Crush & Shape	2008	\$250
I-75	Hotchkiss Rd to .4 mile north of Salzburg Rd	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	2008	\$13,500
M-25 (Center)	Johnson to Livingston	Reconstruction	2008	\$3,510
Pine Road	M-25 to Nebobish	Reconstruction - Addition of center turn lane	2008	\$1,100
N. Henry St	North Union St to RR Tracks	Reconstruction - Reduced to 2 through lanes and a center turn lane	2008	\$1,668
Woodside Ave (Bay City)	Washington Ave to Johnson St	Resurface	2008	\$698
N. Henry St	RR Tracks to Wilder Rd	Reconstruction - Reduced to 2 through lanes and a center turn lane	2009	\$1,735
Woodside Ave (Bay City)	Washington Ave to Johnson St	Resurface	2009	\$437
3 Mile Rd	Amelith to M-84	Crush & Shape	2010	\$328
Borton Ave	Caroline to Scheurmann St	Resurface and railroad crossing improvements	2010	\$350
M-13 (S Huron Rd)	Bridge over Kawkawlin River	Deep Overlay	2010	\$860
I-75 Bridges	Bridges over Dutch Creek	Deep Overlay	2010	\$1,770
I-75	Saginaw County Line to south of the M-84 interchange	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	2010	\$13,500
3 Mile Rd	Wilder Rd to Midland Rd	Crush & Shape	2010	\$600
Midland Rd	3 Mile Rd to 2 Mile Rd	Reconstruction - Addition of center turn lane	2011	\$1,800
M-84 Bridges	Over Dutch Creek and Squaconning Creek	Replace bridge over Squaconning Creek and culvert over Dutch Creek	2011	\$2,644
M-84	M-13 to Wenona	Reconstruction	2012	\$1,800
Woodside Ave (Essexville)	Scheurmann St to Pine St	Resurface	2012	\$400
Trumbull St	Woodside Ave to M-25 (Center Ave)	Reconstruct	2012	\$1,680
Johnson St	Center Ave to 11 th St	Reconstruction	2013	\$1,200
Lincoln St	22 nd St to Fremont St	Reconstruction	2014	\$1,200
M-84	Delta Rd to M-13	Reconstruction and widen	2015	\$12,156
Total Costs				\$63,186

Appendix F:

Contact List

Public Outreach Labels
BCATS
last revised 03/13/07

Mr. Richard Hembling, Chair
Midland Salzborg CDC
1601 Elizabeth
Essexville, MI 48732

Mr. Larry Elliot, Chair
Northwest CDC
308 Hanson
Bay City, MI 48706

Mr. Richard Spencer, Chair
Northeast CDC
1427 Park Avenue
Bay City, MI 48708

Mr. Michael Weiler, Chair
Columbus Avenue CDC
2473 Dewyse Rd
Bay City, MI 48708

Mr. Jason Kramer, Chair
South-End CDC
424 Cass Ave
Bay City, MI 48708

William Bartlett, Chair
Monitor Township DDA
1424 Straits Drive
Bay City, MI 48706

Ken Lange, Chair
Bangor Township DDA
3583 E Wilder Road
Bay City, MI 48706

Rick Nelson, Chair
City of Bay City DDA
208 Center Avenue
Bay City, MI 48708

Al Tacey, Chair
Hampton Township DDA
1280 Jodie Lynn Lane
Essexville, MI 48732

Greg Wagner, Chair
City of Essexville DDA
1107 Woodside Avenue
Essexville, MI 48732

Tom Starkweather, President
Bay City EDC
301 Washington Ave
Bay City, MI 48708

Dan Hatton, Chair
Bangor Township EDC
1904 Mosher Street
Bay City, MI 48706

Hispanic Community Agency
800 Livingston Ave
Bay City, MI 48708

Ms. Idella White, Branch President
NAACP, Bay City Branch
PO Box 335
Bay City, MI 48707

Mr. Herb Schmidt, Chair
Senior Citizen Advisory Committee
6334 Westside Saginaw Road
Bay City, MI 48706

Diane Demers, Chair, Community
Foundation Railtrail/Riverwalk Comm.
380 Ricoma Beach
Bay City, MI 48706

Ken Thomas, James Clements Airport
c/o Doug Dodge
614 River Road
Bay City, MI 48706

John Gies, President
Greater Bay Cab Company
501 Morton Street
Bay City, MI 48708

Rich Heinrich, Transportation Program
Bangor Township Public Schools
3520 Old Kawkawlin Rd
Bay City, MI 48706

Bay City Public Schools
Mike Gwizdala, Transp. Program
480 Midland Rd.
Bay City, MI 48706

Essexville-Hampton Public Schools
Transportation Program
303 Pine Street
Essexville, MI 48732

Dough Rise
Bay City Housing Commission
1200 N Madison Ave
Bay City, MI 48708-5978

United Way of Bay County
George Heron, Executive Director
909 Washington Ave, PO Box 602
Bay City, MI 48707-0602

Bay County Division on Aging
Becky Reimann, Director
515 Center Ave., Ste. 202
Bay City, MI 48708-5123

Region VII Area Agency on Aging
1615 South Euclid Avenue
Bay City, MI 48706

Tri-City Cyclist
Hobart Barker, President
604 Hollybrook
Midland, MI 48642

Bay Future, Inc.
721 Washington Ave Ste. 406
Bay City, MI 48708

Telamon Corporation
111 Washington Avenue
Bay City, MI 48708

Fish and Wildlife Service
2651 Coolidge Rd
East Lansing, MI 48823

Environmental Protection
Agency - Region 5
77 West Jackson Blvd
Chicago, IL 60604

Michigan DEQ
Saginaw Bay District
503 N Euclid Ave
Bay City, MI 48706

Michigan DNR - Bay City
503 N Euclid Ave - Suite 1
Bay City, MI 48706

National Trust for Historic
Preservation
1785 Massachusetts Ave, NW
Washington, DC 20036-2117

Hilda Dijak
Frankenlust Township Supervisor
2401 Delta Road
Bay City, MI 48706

James Cramer
Federal Highway Administration
315 W. Allegan, Room 211
Lansing, MI 48933

Terry Watson
Bangor Township Supervisor
180 State Park Drive
Bay City, MI 48706

Sue Fortune, Director
ECMPDR
3144 Davenport Ave., Ste.200
Saginaw, MI 48602-3494

John Edmands
Bay County Road Commission
2600 E. Beaver Rd.
Kawkawlin, MI 48631

Jim Lillo
Bay County Road Commission
2600 E. Beaver Rd.
Kawkawlin, MI 48631

Terry Spiegel
Hampton Township Supervisor
801 W Center Road
Essexville, MI 48732

Susan Richardson
MDOT, Bureau of Planning
P.O. Box 30050
Lansing, MI 48909

Dale Majerczyk
Essexville City Manager
1107 Woodside Avenue
Essexville, MI 48732

Roy DeLorge
Kawkawlin Township Supervisor
1836 E Parish Road
Kawkawlin, MI 48631

Robert Pawlak
Portsmouth Township Supervisor
1711 W. Cass Avenue
Bay City, MI 48708

Mike Stoner
Bay Metro Transit
1510 N. Johnson
Bay City, MI 48708

Gary Brandt
Monitor Township Supervisor
2483 E. Midland Road
Bay City, MI 48706

Jim Bedell, Planning Dept.
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301 Washington Avenue
Bay City, MI 48708

Bob Ranck, Manager
MDOT TSC Office
2590 E. Wilder Road
Bay City, MI 48706

David Geiger,
MDOT Bay Region Office
55 East Morley Drive
Saginaw, MI 48601

John Gaydos, City of Bay City
c/o City Engineering
301 Washington Avenue
Bay City, MI 48708

**Tom Hickner
County Executive**

**Laura Ogar, Director
Environmental Affairs
Community Development**

Mike Buda, Mayor
City of Bay City
301 Washington Avenue
Bay City, MI 48708

George Ausustyniak
Fraser Township Supervisor
1474 North Mackinaw Road
Linwood, Michigan 48634

Mike Niederquell, P.E.
Wade-Trim Engineers
3933 Monitor - P.O. Box 580
Bay City, MI 48707

Doug Bell
SMATS
111 South Michigan Avenue
Saginaw, MI 48602

Commissioner Vaughn Begick
Bay Co Board of Commissioners
5353 Lorraine Court
Bay City, MI 48706

News Director
Newsradio 790 WSGW
1795 Tittabawassee Road
Saginaw, MI 48604-9431

Steve Neavling
The Bay City Times
311 Fifth Street
Bay City, MI 48708

Michael Wooley
Bay City Commission President
301 Washington Avenue
Bay City, MI 48708

Adam Rivard
MDOT, TSC Office
2590 E. Wilder Rd.
Bay City, MI 48706

Terry Moulthane, Planning Dept.
City of Bay City
301 Washington Avenue
Bay City, MI 48708

Don Mayle - MDOT
Statewide & Urban Travel Analysis
425 West Ottawa St, P.O. 30050
Lansing, MI 48909

Jay Reithel
MDOT Bay Region Office
55 East Morley Drive
Saginaw, MI 48601

Michigan HAL
Office of State Archaeologist
P. O. Box 30740
Lansing MI 48909-8240

Bill Wright, Project Coordinator
Saginaw Bay Greenways
c/o 615 Court Street
Saginaw, MI 48602

USDA - Michigan State Office
3001 Coolidge Rd
East Lansing, MI 48823-6349

Michigan Dept. of Agriculture
P.O. Box 30017
Lansing MI 48909

MBS International Airport
Jeff Nagel, Airport Manager
8500 Garfield Rd
Freeland, MI 48623

Michigan Dept. of Community Health
201 Townsend St
Lansing, MI 48913

Michigan Economic Development
Corporation
300 N Washington Square
Lansing, MI 48913

Bay County Historical Society
321 Washington Ave
Bay City, MI 48708

Valerie Roof, Executive Director
Saginaw Bay Land Conservancy
P.O. Box 222
Bay City, MI 48707-0222

Delta College
Larry Ramseyer, Facilities Manager
1961 Delta Rd
University Center, MI 48710

Mike Steward, President
Bay Area Chamber of Commerce
901 Saginaw St
Bay City, MI 48708

Shirley Roberts, Executive Director
Bay Area Conv.& Visitors Bureau
901 Saginaw Street
Bay City MI, 48708

William Webber/Saginaw River Alliance
c/o Sargent Docks & Terminal
5606 N Westervelt Rd
Saginaw, MI 48604

Senator Jim Barcia
1010 Farnum Building
P.O. Box 30036
Lansing, MI 48909-7536

Representative Jeff Mayes
S1285 House Office Building
P.O. Box 30014
Lansing, MI 48909-7514

State Representative Tim Moore
97th District
P.O. Box 30014
Lansing, MI 48909-7514

CAHRT
c/o Shirley Roberts
901 Saginaw St
Bay City, MI 48708

M-15 Heritage Route Committee
c/o 287 E Huron Avenue
Vassar MI 48768

Stephen Hocquard, Ast. Vice President
SVSU South Campus Complex A
7400 Bay Rd
University Center, MI 48710

Commissioner Kim Coonan
Board of Commissioners
706 Sidney
Bay City, MI 4876

Appendix G:

Comments submitted during the 30 day public review process along with actions or responses taken by BCATS staff.

**Bay City Area Transportation Study
(BCATS)
2035 Metropolitan Transportation Plan
Public Meeting
Thursday April 5th, 2007**

1.

Name:	Richard Spencer
Organization:	North east CPC
Address:	1427 Park AV
City, State Zip:	Bay City Mich
Phone #:	989 8931315
Email:	

2.

Name:	George Shaw
Organization:	Shaw & Wenzel PC
Address:	903 N JACKSON
City, State Zip:	BCM 08
Phone #:	893 9511
Email:	

3.

Name:	Ronald Battle
Organization:	
Address:	910 N. VanBuren
City, State Zip:	Bay City MI
Phone #:	892-2-934
Email:	

4.

Name:	Karl Ophium
Organization:	-
Address:	1108 S. TRUMBULL ST
City, State Zip:	BAY CITY MI 48708
Phone #:	989-895-5320
Email:	Karl@Baycityhousing.com

5.

Name:	JOHN T BURNANT
Organization:	T BURNANT SERVICES
Address:	1107 TAYLOR ST
City, State Zip:	BAY CITY, MI 48708
Phone #:	(989) 895-17323
Email:	JBURNANT1958@YAHOO.COM

6.

Name:	erry Moutane
Organization:	City of Bay City
Address:	301 Washington
City, State Zip:	Bay City, 48708
Phone #:	989 895-9196
Email:	tmoutane@baycitymi.org

7.

Name:	Dr. Steve Ingersoll
Organization:	
Address:	1514 Center Ave
City, State Zip:	BC MI 48708
Phone #:	
Email:	Singersoll@smartschoolsinc.

Mailing: 1725 Carlisle Farms Dr. com
Traverse City, 49686

BCATS 2035 Metropolitan Transportation Plan Public Comment Form

Please use the attached stickers to identify those locations you have concerns or comments regarding transportation issues

Location	Description/Comments
A.	Center/Trumble Traffic Backups
B.	Trumble/Woodside Traffic Backups
C.	Street Light Backs Traffic up
D.	Id
E.	le
General Comments:	

Provide us with your thoughts and comments regarding the following transportation issues within the BCATS area and rank them from 1 (most important) -10 (least important)

Transportation Issues	Rank	Comments
Air Transportation		
Alternative Funding Sources		
Environmental Factors on Road Projects		
Freight Transportation/Shipping		
Connection between Trans. Modes (i.e. shipping and rail, etc)		
Maintenance and rehabilitation		
New roads/ Expansion of existing roads		
Non-Motorized Trails and Transportation		
Public Transportation		
Rail Transportation		

Please return your comments by April 17th, 2007 to:

Dave Engelhardt, BCATS Director
515 Center Ave, Suite 505
Bay City, MI 48708

2

BCATS 2035 Metropolitan Transportation Plan Public Comment Form

Please use the attached stickers to identify those locations you have concerns or comments regarding transportation issues

Location	Description/Comments
A.	west bound Center Ave - unlevel surface
B.	Woodside Ave - Liberty Br to Johnson St
C.	
D.	
E.	
General Comments:	

Provide us with your thoughts and comments regarding the following transportation issues within the BCATS area and rank them from 1 (most important) -10 (least important)

Transportation Issues	Rank	Comments
Air Transportation	4	
Alternative Funding Sources	1	
Environmental Factors on Road Projects	8	
Freight Transportation/Shipping	5	
Connection between Trans. Modes (i.e. shipping and rail, etc)	8	
Maintenance and rehabilitation	1	
New roads/ Expansion of existing roads	7	
Non-Motorized Trails and Transportation	5	
Public Transportation	5	
Rail Transportation	8	

Please return your comments by April 17th, 2007 to:

Dave Engelhardt, BCATS Director
515 Center Ave, Suite 505
Bay City, MI 48708

BCATS 2035 Metropolitan Transportation Plan Public Comment Form

Please use the attached stickers to identify those locations you have concerns or comments regarding transportation issues

Location	Description/Comments
A.	Finish M-84 Between Delta Rd & I 75
B.	
C.	
D.	
E.	

General Comments:

ADD: Repair/Resurface Lafayette between GARFIELD & Michigan Ave.

Provide us with your thoughts and comments regarding the following transportation issues within the BCATS area and rank them from 1 (most important) -10 (least important)

Transportation Issues	Rank	Comments
Air Transportation	5	
Alternative Funding Sources	3	
Environmental Factors on Road Projects	7	
Freight Transportation/Shipping	6	
Connection between Trans. Modes (i.e. shipping and rail, etc)	10	
Maintenance and rehabilitation	1	
New roads/ <u>Expansion of existing roads</u>	2	
Non-Motorized Trails and Transportation	9	
Public Transportation	4	
Rail Transportation	8	

Please return your comments by April 17th, 2007 to:

Dave Engelhardt, BCATS Director
515 Center Ave, Suite 505
Bay City, MI 48708

BCATS 2035 Metropolitan Transportation Plan Public Comment Form

Please use the attached stickers to identify those locations you have concerns or comments regarding transportation issues

Location	Description/Comments
A.	REPAIR CASS AVE RAILROAD TRACKS EAST OF BROADWAY
B.	REBUILD HARRISON STREET-FREMONT TO MCGRAW
C.	REPAIR RAILROAD CROSSING ON LINCOLN-SOUTH OF 22ND ST
D.	RAILROAD CROSSING-MCGRAW-EAST OF M-13 (BROADWAY
E.	RIDGE RD-BETWEEN M-15 AND PINE-NARROW-BAD CONDITION
General Comments: DETROITATING CONVICTION OF OUR STREETS AFFECTS PEOPLES OPINION OF OUR CITY AS THEY TRAVEL THRU ALSO HURTS BUSINESS & PEOPLES POCKET BOOKS- REPAIR BUS	

Provide us with your thoughts and comments regarding the following transportation issues within the BCATS area and rank them from 1 (most important) -10 (least important)

Transportation Issues	Rank	Comments
Air Transportation	4TH	
Alternative Funding Sources	9TH	
Environmental Factors on Road Projects	10TH	
Freight Transportation/Shipping	2ND	IMPORTANT-BUSINESS DEVELOPMENT
Connection between Trans. Modes (i.e. shipping and rail, etc)	6TH	
Maintenance and rehabilitation	1ST	NEED TO REBUILD MAIN STREETS
New roads/ Expansion of existing roads	3RD	REBUILD-ROADS-TOO NARROW-
Non-Motorized Trails and Transportation	7TH	
Public Transportation	5TH	
Rail Transportation	8TH	

Please return your comments by April 17th, 2007 to:

Dave Engelhardt, BCATS Director
515 Center Ave, Suite 505
Bay City, MI 48708

Dave Engelhardt - Re: widening Pine Rd

From: Dave Engelhardt
To: Perry Rytlewski
Date: 4/4/2007 9:20 AM
Subject: Re: widening Pine Rd
CC: Jim Lillo

Mr. Rytlewski-

The Bay City Transportation Study (BCATS) is an umbrella planning agency. BCATS is required to list projects that use federal funds in what is called a Transportation Improvement Plan (TIP). BCATS does not necessarily get directly involved with the engineering of particular road projects. I have not seen the design documents for Pine Road and have to refer you to the Bay County Road Commission to answer your question. The contact person at the Bay County Road Commission would be Jim Lillo, Assistant Engineer. The Bay County Road Commission's phone number is 686-4610 and Jim's email address is jlillo@baycoroad.org.

If you have any additional questions please feel free to contact me.

Dave

David Engelhardt
Bay County
BCATS Director
GIS Coordinator
515 Center Avenue
Bay City, MI 48708-5994

989-895-4064
989-895-4068 Fax
engelhardtd@baycounty.net
<http://www.co.bay.mi.us>

>>> Perry Rytlewski <perry246@yahoo.com> 04/04/07 3:23 AM >>>

Hello, I live at 1315 Pine Rd Essexville. That would be the south west corner of Pine and Neboish. My house is pretty close to the road now (porch) How is the road going to be widen. You going take land from both side of the road, or from the east or west sides of the road. I just put a addition on. I do not want to tear it down.

Perry R

Dave Engelhardt - widening Pine Rd

From: Perry Rytlewski <perry246@yahoo.com>
To: <engelhardtd@baycounty.net>
Date: 4/4/2007 3:21 AM
Subject: widening Pine Rd

Hello, I live at 1315 Pine Rd Essexville. That would be the south west corner of Pine and Neboish. My house is pretty close to the road now (porch) How is the road going to be widen. You going take land from both side of the road, or from the east or west sides of the road. I just put a addition on. I do not want to tear it down.

Perry R

Dave Engelhardt - Public Input 2035 LRP

From: Dave Engelhardt
To: engelhardtd@baycounty.net
Date: 4/4/2007 9:24 AM
Subject: Public Input 2035 LRP

Caroline Hunt from Auburn phone 4/4/07

Wanted to know when Ionio St from Wenona to Euclid Ave was going to be fixed.

Raised manhole covers, sunken road, high crown etc.

Phoned back on 4/5/07 and left message on answering machine.

John Gaydos indicated the city was aware of the condition but there is currently no funds identified to fix that road section.

The city acknowledges that the street needs repair, but there is simply insufficient funds

APRIL 17, 2007

BAY COUNTY TRANSPORTATION
PLANNING DIVISION
515 CENTER AVE.
BAY CITY MI. 48708

RECEIVED

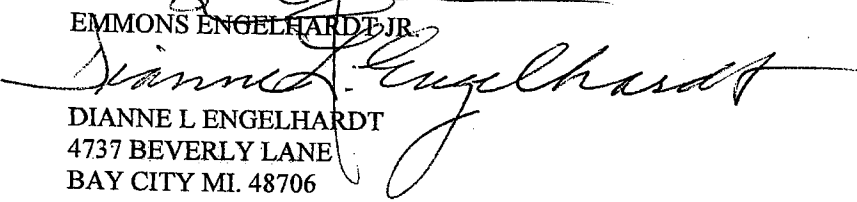
APR 23 2007

BAY COUNTY
ENVIRONMENTAL AFFAIRS

GENT.

WE ARE OPPOSED TO THE ADDITION OF A CENTER TURN LANE ON MIDLAND ROAD
BETWEEN TWO MILE ROAD AND THREE MILE ROAD

EMMONS ENGELHARDT JR.


DIANNE L ENGELHARDT
4737 BEVERLY LANE
BAY CITY MI. 48706

MAY 29, 2007

NOT NECESSARY

ADJACENT TO ROAD & CONCERNS THEY WOULD LOSE PROPERTY

Dirk Westbury - Fwd: BCATS 2035 Transportation Plan

From: Dave Engelhardt
To: Dirk Westbury
Date: 3/22/2007 4:37 PM
Subject: Fwd: BCATS 2035 Transportation Plan

FYI

>>> "Adam Rivard" <RivardA@michigan.gov> 03/22/07 8:06 AM >>>
Hi Dave,

Attached are some changes/additions to the MDOT projects.

Adam

Transportation Projects

The following transportation projects are specifically identified as part of this BCATS 2035 Plan. These projects have an identified source of funding, thus ensuring a financially constrained plan. Additional funding that is available after these projects are constructed is currently appropriated for operations and maintenance of the transportation network.

Road	Location	Project Type	Year	Cost (x1000)
North Union	2 Mile Rd to Woodbridge St	Crush & Shape	2008	\$250
I-75	Hotchkiss Rd to .4 mile north of Salzburg Rd	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	2008	\$13,500
M-25 (Center)	Johnson to Livingston	Reconstruction	2009	\$3,510
Pine Road	M-25 to Nebobish	Reconstruction - Addition of center turn lane	2008	\$1,100
N. Henry St	North Union St to RR Tracks	Reconstruction - Reduced to 2 through lanes and a center turn lane	2008	\$1,668
Woodside Ave (Bay City)	Washington Ave to Johnson St	Resurface	2008	\$698
N. Henry St	RR Tracks to Wilder Rd	Reconstruction - Reduced to 2 through lanes and a center turn lane	2009	\$1,735
Woodside Ave (Bay City)	Washington Ave to Johnson St	Resurface	2009	\$437
3 Mile Rd	Amelith to M-84	Crush & Shape	2010	\$328
Borton Ave	Caroline to Scheurmann St	Resurface and railroad crossing improvements	2010	\$350
M-13 (S Huron Rd)	Bridge over Kawkawlin River	Deep Overlay	2010	\$860
I-75 Bridges	Bridges over Dutch Creek	Deep Overlay	2010	\$1,770
I-75	Saginaw County Line to south of the M-84 interchange	Reconstruction and widening into the median one lane in each direction, construction of a median barrier wall and drainage extensions.	2011	\$19,000
3 Mile Rd	Wilder Rd to Midland Rd	Crush & Shape	2010	\$600
Midland Rd	3 Mile Rd to 2 Mile Rd	Reconstruction - Addition of center turn lane	2011	\$1,800
M-84 Bridges	Over Dutch Creek and Squaconning Creek	Replace bridge over Squaconning Creek and culvert over Dutch Creek	2011	\$2,644
M-84	M-13 to Wenona	Reconstruction	2015	\$1,800
Woodside Ave (Essexville)	Scheurmann St to Pine St	Resurface	2012	\$400
Trumbull St	Woodside Ave to M-25 (Center Ave)	Reconstruct	2012	\$1,680
Johnson St	Center Ave to 11 th St	Reconstruction	2013	\$1,200
Lincoln St	22 nd St to Fremont St	Reconstruction	2014	\$1,200
M-84	Delta Rd to M-13	Reconstruction and widen	2015	\$12,156
Total Costs				\$63,186

m-13 Over Cheboygawing Creek

Replacement

2012 1,270

m-13 McGraw to Z- Bridge

Resurface

2015 5,450



United States Department of the Interior

FISH AND WILDLIFE SERVICE

East Lansing Field Office (ES)

2651 Coolidge Road, Suite 101

East Lansing, Michigan 48823-6316

IN REPLY REFER TO:

April 10, 2007

Mr. David Engelhardt
Bay City Area Transportation Study
515 Center Avenue
Bay City, Michigan 48708

Re: Consultation for Bay City Area Transportation Study 2035 Metropolitan
Transportation Plan and Candidate Projects

Dear Mr. Engelhardt:

Thank you for your March 15, 2007, letter for the above referenced project, pursuant to section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). We have reviewed the information you provided and offer the following comments.

Endangered Species

Several active bald eagle (*Haliaeetus leucocephalus*) nest sites occur throughout Bay County, including a nest site on Saginaw River in the southern part of the county. The bald eagle is federally listed as threatened. The Northern States Bald Eagle Recovery Plan outlines three zones around eagle nests in which activities should be limited. The primary zone extends to a 330-foot radius around the nest trees; the secondary zone extends from 330 to 660 feet around the nest; and the tertiary zone reaches from 660 feet to 1,320 feet (0.25 mile). Depending on topography and vegetative cover, the tertiary zone may go out to 2,640 feet (0.5 mile) from the nest if the adult bald eagles would have a clear line of sight of the activities.

Our records indicate the Indiana bat (*Myotis sodalis*), a federally listed endangered species, may inhabit suitable habitat, although we do not have a known occurrence of this species in the study area. The summer range of Indiana bats in Michigan includes the southern half and most of the western coastal counties of the Lower Peninsula. Suitable Indiana bat habitat consists of a variety of forested landscapes in riparian, bottomland, and upland areas and provides roosting trees with crevices or exfoliating bark.

Our files also indicate that the eastern prairie fringed orchid (*Platanthera leucophaea*), a federally listed threatened species, occurs at several locations in southeastern Bay County. The eastern prairie fringed orchid occurs in a wide variety of habitats, from

mesic prairie to wetlands such as sedge meadows, marsh edges, and bogs. It requires full sun for optimum growth and flowering and a grassy habitat with little or no woody encroachment.

Section 7 of the Act requires federal agencies, or their designees, to consider impacts to federally listed threatened and endangered species for all federally funded, constructed, permitted, or licensed projects. For additional information about the section 7 consultation process, please refer to our endangered species and technical assistance website, located at <http://www.fws.gov/midwest/endangered/section7/index.htm>.

The bald eagle, Indiana bat, and eastern prairie fringed orchid also receive protection by the Michigan Department of Natural Resources (MDNR). We recommend you contact Ms. Lori Sargent at <sargenl2@michigan.gov> for information regarding the occurrence of state-listed species in the study area and the protection of listed species under State law.

Wetlands

Wetlands and open water systems occur in the study area. For more information on the location of wetlands, please visit the National Wetland Inventory (NWI) wetland map website (National Map Viewer) at <http://nmviewogc.cr.usgs.gov/viewer.htm>. Pursuant to the Natural Resources and Environmental Protection Act and the federal Clean Water Act, the State of Michigan regulates certain activities in wetlands. Development that would impact wetlands may require a permit for which this office may have review authority under the Fish and Wildlife Coordination Act. In the review of these permit applications, we may concur (with or without stipulations) or object to permit issuance depending whether the proposed work may impact public trust fish and wildlife resources. We recommend you contact Mr. Duke Domke with the Michigan Department of Environmental Quality (MDEQ), Land and Water Management Division, at 989/731-4920 for information concerning the need for permits under State law.

We appreciate the opportunity to provide these comments at this early stage of project planning. Please direct any questions to Barbara Hosler of this office at 517/351-6326.

Sincerely,



for Craig A. Czarnecki
Field Supervisor

cc: MDNR, Wildlife Division, Lansing, MI (Attn: Lori Sargent)
MDEQ, Land and Water Management Division, Gaylord, MI (Attn: Duke Domke)
USEPA, Region 5, B-19J, Chicago, IL (Attn: Sherry Kamke)



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

MITCH IRWIN
DIRECTOR

April 2, 2007

Mr. David Engelhardt
BCATS Director
Bay City Area Transportation Study
515 Center Avenue
Bay City, MI 48708

Re: BCATS 2035 Metropolitan Transportation Plan and Candidate Projects

Dear Mr. Engelhardt:

I received your request for input on the BCATS 2035 Metropolitan Transportation Plan and list of candidate projects. I have reviewed the list with Michigan Department of Agriculture (MDA) staff.

Our primary concern, as it relates to any of the proposed projects would be the potential impacts these projects could have on properties enrolled under Part 361 of NREPA (formerly PA 116, the Farmland and Open Space Preservation Act) and on established intra-county and inter-county drains. It is assumed that those projects identified as "reconstruction" or "widening" will be completed within already existing right-of-ways and would not impact Part 361 properties. If, however, any of these projects will impact lands outside of the already established right-of-way, MDA will want to review the project specific plan to determine if there might be any Part 361 impact.

It is likely that some of these projects may impact intra-county or inter-county drains either directly through construction or indirectly due to increased volume of storm water delivered to these systems. For instance, several projects noted specifically in their title are the Kawkawlin River, Dutch Creek, and the Squaconning Creek, all of which are established drains. Until more detailed plans are presented, we can not anticipate specific impacts to these facilities. I encourage you to work closely with the office of the Bay County Drain Commissioner, during your planning process and to coordinate your work with anticipated drain maintenance and improvement.

Otherwise, staff does not anticipate additional social, economic and/or environmental impacts from the proposed projects, as they relate to agriculture and the various functions of the Department. We appreciate being included as part of the SAFETEA-LU process. Please feel free to contact Abigail Eaton, Resource Specialist at 517/241-3933 if you have additional questions.

Sincerely,

Mitch Irwin
Director

DAVE Engelhardt
Ex 989 895-4068

Bay City

From FHWA

Transportation Plan Checklist for Meeting SAFETEA-LU
Requirements for Metropolitan Areas

1. Does the Plan have at least a 20-year horizon? Yes
2. Include both short-range and long-range strategies to address current and future transportation demand? No projects beyond 2015 Yes
3. Update cycle met; within 4 years for nonattainment/maintenance areas and within 5 years for attainment areas: Yes
4. The Plan is based on latest available estimates and assumptions for socio-economic, land use, travel and congestion data? Yes
5. Validation of data used for transportation model? Yes
6. Includes the projected transportation demand of persons and goods in the metropolitan planning areas over the period of the plan? vehicles sort of
7. Include existing and proposed transportation facilities that function as an integrated transportation system, with emphasis to those facilities that serve important national and regional transportation functions over the period of the plan? No Transit projects No
8. Include operational and management strategies to improve the performance of existing transportation facilities to relieve congestion while maximizing safety and mobility? Sort of ITS discuss
9. Is there evidence that capacity enhancing projects in the Plan resulted from the congestion management process (TMAs only). N/A
10. Include as assessment of capital investment and other strategies to preserve the existing and projected future transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. Not really
11. Are all proposed improvements, regardless of funding source, described in sufficient detail to develop cost estimates? Cost estimates provided by project sponsors
12. Include a discussion of the identification of environmentally sensitive areas (natural environment), assessment of the impacts of implementing the plan areawide, and potential mitigation strategies at the policy or strategic level? Yes

13. Is there evidence the assessment of impacts to the natural environment was done in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies? *no evidence of consultation done but* NO
14. Does the Plan address pedestrian walkway and bicycle transportation facilities? YES
15. Does the Plan include transportation and transit enhancement activities as appropriate? NO
16. Include a discussion of the identification of areas having significant minority populations and low-income populations, an assessment of the impacts on these populations of implementing the plan, and potential mitigation strategies? *No summary or conclusion* YES
17. Financial plan:
- a) Contain system level estimates of revenue sources and costs that are reasonably expected to be available to adequately operate and maintain the Federal-aid highway system Is the plan fiscally constrained? ?
- b) Revenue estimates were developed cooperatively? *No explanation of how O&M costs were derived or what they represent*
2. provided by MDOT?
- c) Any additional financing strategies (public/private partnerships, bonds, etc.) to fund projects and strategies for ensuring their availability. NO
- d) All projects and strategies proposed for funding under 23 U.S.C., 49 U.S.C. Chapter 53 or other Federal funds, State funds, local funds and private sources, (after 12/11/2007 include revenue and cost estimates must include inflation rate to reflect year of expenditure dollars) No inflation
- e) Outer years of the Plan (beyond the first 10 years) may include cost bands/ranges, as long as there is sufficient future revenue available to support the cost bands/ranges. NO *No projects beyond 2015.*
18. Documentation is included that describes MPO consultation efforts with appropriate State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the Plan. NO
19. (Should) include a safety element that incorporates or summarizes the priorities, goals, countermeasures or projects for the MPA contained in the Strategic Highway Safety Plan (23 U.S.C. 148) as well as appropriate emergency relief and disaster preparedness plans and strategies that *shows safety deficiencies but has no discussion of how they were developed/identified*

support homeland security and personal security for all motorized and non-motorized users.

No

20 The MPO followed the approved participation plan in developing the Plan update.

Yes

21 The Plan update was published or otherwise made available by the MPO for public review, including in electronic format such as the Web.

Yes

22

No EJ conclusion



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

OFFICE OF SCIENCE, ECOSYSTEMS, AND COMMUNITIES

77 WEST JACKSON BOULEVARD

CHICAGO, IL 60604-3590

APR 17 2007

REPLY TO THE ATTENTION OF:
B-19J

David Engelhardt
Bay City Area Transportation Study (BCATS)
Bay County, Transportation Planning Division
515 Center Avenue
Bay City, Michigan 48708

APR 23 2007

Re: Consultation on the Bay City Area Transportation Study (BCATS) 2035
Metropolitan Transportation Plan and Candidate Projects

Dear Mr. Engelhardt:

Thank you for your March 15, 2007 letter regarding your 2035 Plan and candidate projects. You requested that the U.S. Environmental Protection Agency (U.S. EPA) consult with you regarding your 2035 Plan and list of candidate projects per the requirements of Section 6001 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Since we received your request, we have been researching existing guidance for how to do this. We have obtained some information from Federal Highway Administration (FHWA) – Michigan Division, which is enclosed. We believe this document provides good advice about what is expected of the consultation process. As we understand that guidance, the following things are expected of the resource agencies:

Consultation on plans, maps and inventories - The primary idea is to compare and exchange information to identify conflicts and to ensure compatibility; and
Consultation regarding potential environmental mitigation activities and areas for them – The primary idea here is to discuss at a planning level what projects are contemplated, environmental resources that are in those project areas, potential area-wide impacts associated with plan implementation, and mitigation measures that address those impacts.

We are interested in hearing about the BCATS planning process and existing tools that you use to identify natural resources in your planning area. We have conducted a preliminary review of your planning area and think that information on several aspects of the environment would be important to consider as you finalize the 2035 Plan and you implement individual projects. The types of projects that are most likely to have significant environmental impacts are roadway widening projects, roadways that involve new river crossings, and other capacity increasing projects that will require the acquisition of right-of-way. Some key aspects that you should be aware of include

wetlands, floodplains, impaired streams and other waterbodies, environmental justice, hazardous waste sites, endangered species, and air quality.

You can find information on impaired streams and waterbodies, environmental justice, hazardous waste sites, among other things on EPA's Enviromapper Storefront webpage at: <http://www.epa.gov/enviro/html/em/index2.html> and you can find information regarding wetlands on the national wetland inventory website that the U.S. Geological Survey hosts.

If you are interested in a web-based mapping application tool that we use for National Environmental Policy Act (NEPA) projects, called NEPAAssist, we can provide you with access to it. We are enclosing a short, one-page description for information. We may be able to provide you with information to include as datalayers in your GIS system if you would like.

We believe the information in these databases begins the consultation process on plans, maps and inventories. An important next step is determining how the projects in the 2035 Plan would impact these resources. We would be willing to assist you in your work on this as our resources permit. We believe that our ability to assist on this task depends on the resources and tools that you currently have in place. Once an area-wide assessment of impacts is developed, we can begin, along with other agencies, to have a dialog regarding environmental impacts and methods for mitigating them.

We have compiled some additional guidance material or contacts here at EPA that may be helpful to you as you go forward with the delivery of your program.

Smart Growth - Information regarding the range of development and conservation strategies that help to protect the natural environment and make our communities more attractive, economically stronger, and more socially diverse can be found at the page: <http://www.epa.gov/dced/index.htm>

Use of Recycled Materials/Beneficial Reuse - Information regarding the use of compost-based materials for stormwater/erosion control is enclosed. I have also included some information regarding the use of recycled industrial materials and their potential use in road construction. You may also want to contact Susan Mooney at 312-886-3585 for additional information.

Diesel Reduction Strategies - Information regarding strategies for reducing diesel emissions from construction equipment and other sources can be found at: <http://www.epa.gov/cleandiesel/>

We appreciate this opportunity to provide information to you. We are open to suggestions regarding further coordination. Please direct any comments that you have to Newton Ellens at 312-353-5562.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Science, Ecosystems, and Communities

Enclosures (4)

June 1st
Apt
Phone message
interested in NEPA-SSR
Gus O'Brien



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



STEVEN E. CHESTER
DIRECTOR

April 16, 2007

Mr. David Englehardt
Transportation Planning Division
515 Center Avenue
Bay City, Michigan 48708

Dear Mr. Englehardt:

SUBJECT: Bay City Area Transportation Plan Study-2035 Metropolitan Transportation Plan

Thank you for the opportunity to review the March 15, 2007, 2035 Metropolitan Transportation Plan, prepared by the Bay City Area Transportation Plan Study (BCATS). Unfortunately, currently we do not have the time and resources to individually review all of the projects. The following general comments have been provided by various divisions within the Michigan Department of Environmental Quality (MDEQ).

- 1) The proposed construction projects will need to meet rules and regulations that pertain to Part 91, Soil Erosion and Sedimentation Control, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (NREPA). Erosion and sedimentation control measures should be planned and implemented to prevent/minimize the discharge of sediment or sediment laden storm water offsite and into waters of the state.

For proposed construction activities that are over 1 acre in total earth disturbance or within 500 feet of waters of the state (including wetlands) the appropriate county Soil Erosion and Sedimentation Control permit must be obtained unless the work is being performed by an Authorized Public Agency or under their supervision by their contractor. All sites over an acre in earth disturbance must have a certified storm water operator for the construction and must complete inspection logs both weekly and within 24 hours of a storm event. Sites over 5 acres in total earth disturbance may need a Notice of Coverage permit from the MDEQ.

Projects that require dewatering of the construction area with a discharge to a surface water body may need a NPDES permit from the MDEQ's Water Bureau. For further information, please contact Mr. Matt Siler, MDEQ Water Bureau, silerm@michigan.gov, 989-686-8025, ext. 8263.

- 2) The MDEQ's Waste and Hazardous Materials Division (WHMD) is responsible for inspection compliance and enforcement of environmental regulations at industrial hazardous waste generators. The WHMD is also responsible for compliance at solid waste landfills (including contamination issues), scrap tire haulers and collection sites, as well as above and underground storage tanks for flammable/ combustible liquids (fueling stations). It does not appear that there are any major components to the BCATS that fall under the jurisdiction of the WHMD. For further information, please contact Mr. Terry Walkington, MDEQ-WHMD District supervisor, walkingt@michigan.gov, 989-686-8025, ext. 8200.

- 3) Groundwater and soil contamination at most facilities is handled by the Remediation and Redevelopment Division (RRD). Many of the improvement projects are located in areas with a large amount of historical and active industrial and commercial use, including underground storage tank releases, along with underground storage tank sites on which there is little information. If any contamination is encountered during construction, appropriate notification and action must be taken. If contamination is encountered that appears to be associated with an underground storage tank system, contact Mr. Mike Lyon, RRD, at 989-686-8025, extension 8312. If an abandoned UST is encountered, contact Mr. Michael DeWyse, WHMD, at 989-686-8025, extension 8375. If contamination is encountered that does not appear to be associated with UST's, contact Ms. Robin Oeming, RRD, at 989-686-8025, extension 8301. For further information please contact Ms. Brenda Brouillet, District Supervisor, brouillb@michigan.gov, 989-686-8025, extension 8300.
- 4) The MDEQ's, Land and Water Management Division's (LWMD), Transportation and Flood Hazard Unit (TFHU) routinely works with public transportation agencies on road and stream crossing projects that may impact a lake, stream/drain, wetland, or floodplain. The TFHU staff are available to meet with the transportation agency early on in their planning of a specific project and offer advice on potential resource impacts and design modifications. A form to request a preliminary review of a specific project can be found on the TFHU website at www.michigan.gov/deqtransportationreview. Click on the Voluntary Preliminary Review Form. Once this form is received the TFHU would route the request to various DEQ/DNR divisions that could be impacted, collect any input or concerns and then provide a response back to the applicant. The typical response time is 60 days. This type of review is intended to occur early in the planning stages so that the applicant can incorporate the TFHU concerns into their design. The TFHU staff are also available for less formal on-site preliminary reviews as well.

We suggest that BCATS use available resources, (e.g. USGS topographic maps, DEQ Wetland Inventory Maps, and available floodplain maps) to identify the lakes, streams/drains, wetlands and floodplains that could potentially be impacted. If a road project impacts a lake, stream/drain, wetland, or floodplain then permits are required under the following LWMD programs:

- a. Part 301, Inland Lakes and Streams, of the NREPA. Among other things, a permit is required for dredging, filling or placing a structure in an inland lake or stream. Applicants are required to avoid and minimize impacts where feasible. For bridges or culverts, the TFHU prefers single span structures that at a minimum, span the ordinary high water mark/bottomlands of the stream/drain. Structures should be 3-sided or recessed to provide for a natural channel bottom. Any potential navigational uses should be taken into consideration when sizing the structure. The direct discharge of storm water from the road system to an inland lake or stream should be avoided without some pre-treatment.
- b. Part 303, Wetlands Protection of the NREPA. Among other things, a permit is required for filling, dredging, or draining of surface water from a wetland. Applicants are required to avoid the wetland if feasible and document the alternatives that were evaluated. If impacts can not be avoided then efforts must be made to minimize the wetland impacts. This would include the use of minimum road and shoulder widths and limiting road grade lifts through wetland areas, the use of steep side slopes along with guard rail, and the possible use of design exceptions to reduce design standards, thereby reducing potential impacts. If wetland impacts can not be avoided then the applicant is required to provide wetland mitigation. Standard mitigation ratios are 5.0 to 1.0 for impacts to rare or imperiled wetlands, 2.0 to 1.0 for impacts to forested, coastal, and inland lake wetlands, and 1.5 to 1.0 for impacts to all other

wetlands. The LWMD has published wetland maps that can be found at the following website, www.michigan.gov/deqwetlands. Click on Wetland Inventory Maps. These maps are to be used for preliminary purposes and do not eliminate the need for site inspections

- c. The Floodplain Regulatory Authority, found in Part 31, Water Resources Protection, of the NREPA. Among other things, permits are required for filling, grading or construction within the 100-year floodplain of a stream/drain with a drainage area of 2 square miles or more. Floodplain maps are available for many communities through the Federal Emergency Management Agency's, National Flood Insurance Programs. A listing of communities in the program can be found on at the following website, www.michigan.gov/deqfloodplainmanagement. Click on NFIP-Community Status Book. The FEMA maps do not cover all regulated floodplains. All streams/drains have a floodplain and are regulated under Part 31, even if an official floodplain map has not been published. A hydraulic analysis may be required for new or replacement bridges or culverts.
- d. Other permit requirements may be identified as the project's total impacts are more adequately defined.

For Further information on Part 301 and Part 303 requirements please contact Mr. Duke Domke, LWMD, domker@michigan.gov, 989-705-3429. For further information on Part 31 please contact Ms. Minmin Shu, LWMD, shum@michigan.gov, 517-241-8129.

- 5) Potential information on Threatened and Endangered Species can be obtained from the Michigan Department of Natural Resources (MDNR). The township, range and section information is required. The contact person at the MDNR is Ms. Lori Sargent, Sargentl2@michigan.gov.

Sincerely,



Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Unit
Land and Water Management Division
517-335-3172

cc: Mr. Robert Rusch, MDEQ
Mr. Mark Reed, MDEQ
Mr. Matt Siler, MDEQ
Mr. Terry Walkington, MDEQ
Ms. Brenda Brouillet, MDEQ
Mr. Daniel Morgan, MDEQ
Mr. Duke Domke, MDEQ
Ms. Minmin Shu, MDEQ

Appendix H:

SAFETEA-LU Compliance Documentation

BCATS has completed and reviewed the BCATS 2035 Metropolitan Transportation Plan and finds that the process and coordination with which it was developed is consistent with the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Also, BCATS finds that the process of developing the programs and projects contained therein are consistent with the goals and objectives of the state, and does not conflict with other state programs. Following is the BCATS Self Certification Statement.

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Bay City Area Transportation Study (BCATS), the Metropolitan Planning Organization for the Bay City, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S. C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Dale Majerczyk, Chairman
Bay City Area Transportation Study

6-20-2007

Date



Susan Mortel, Director
Bureau of Transportation Planning

6/27/07

Date

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